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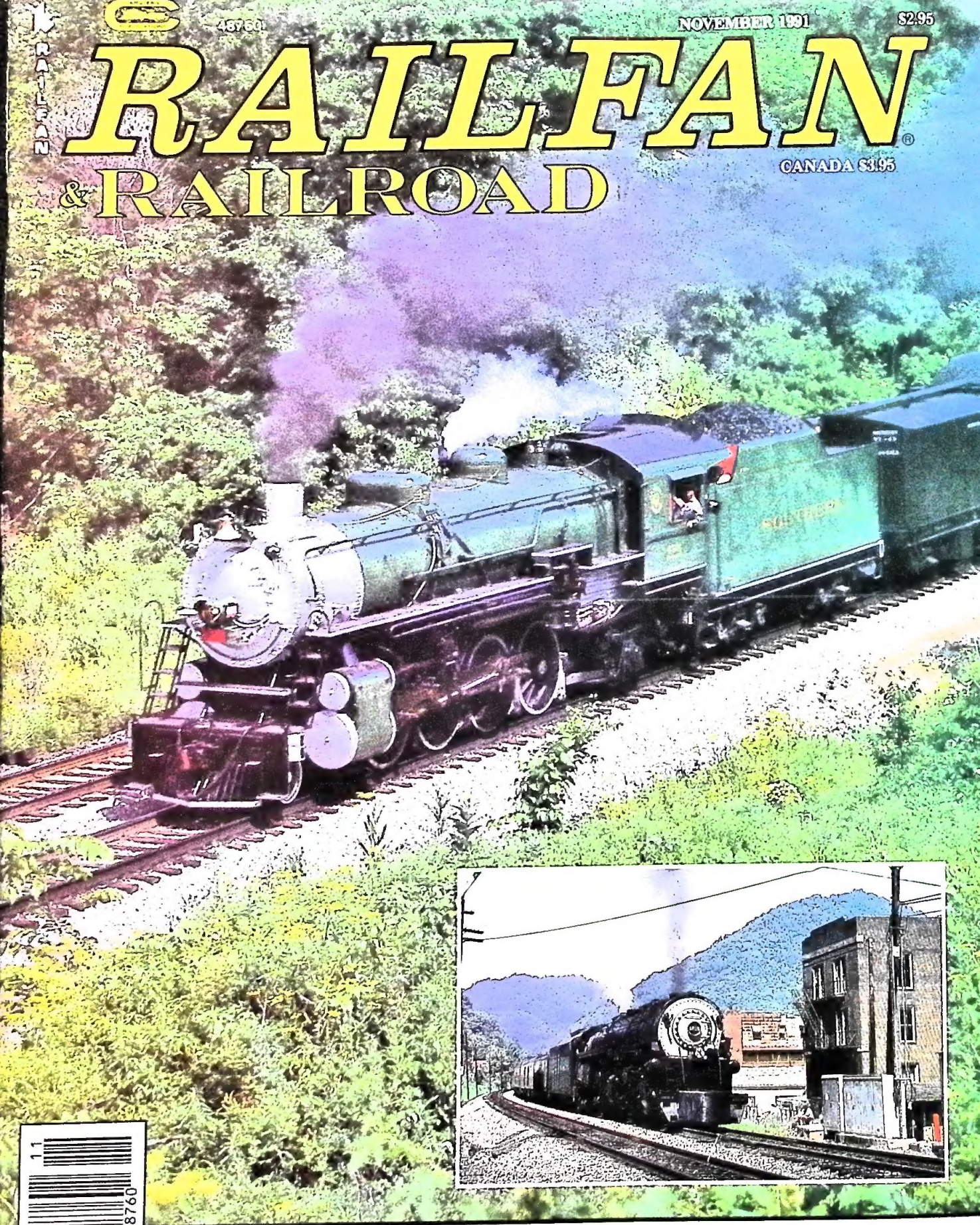

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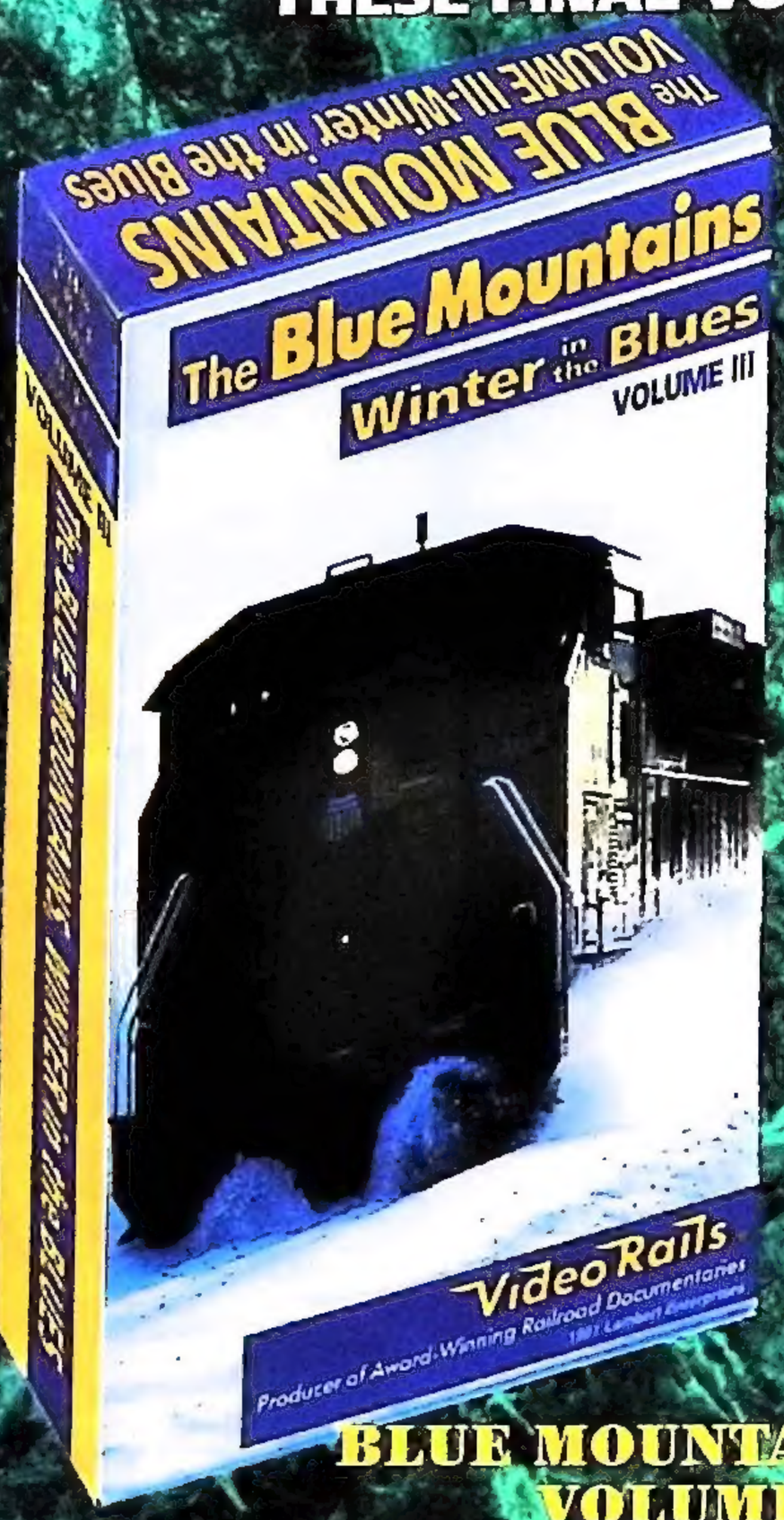

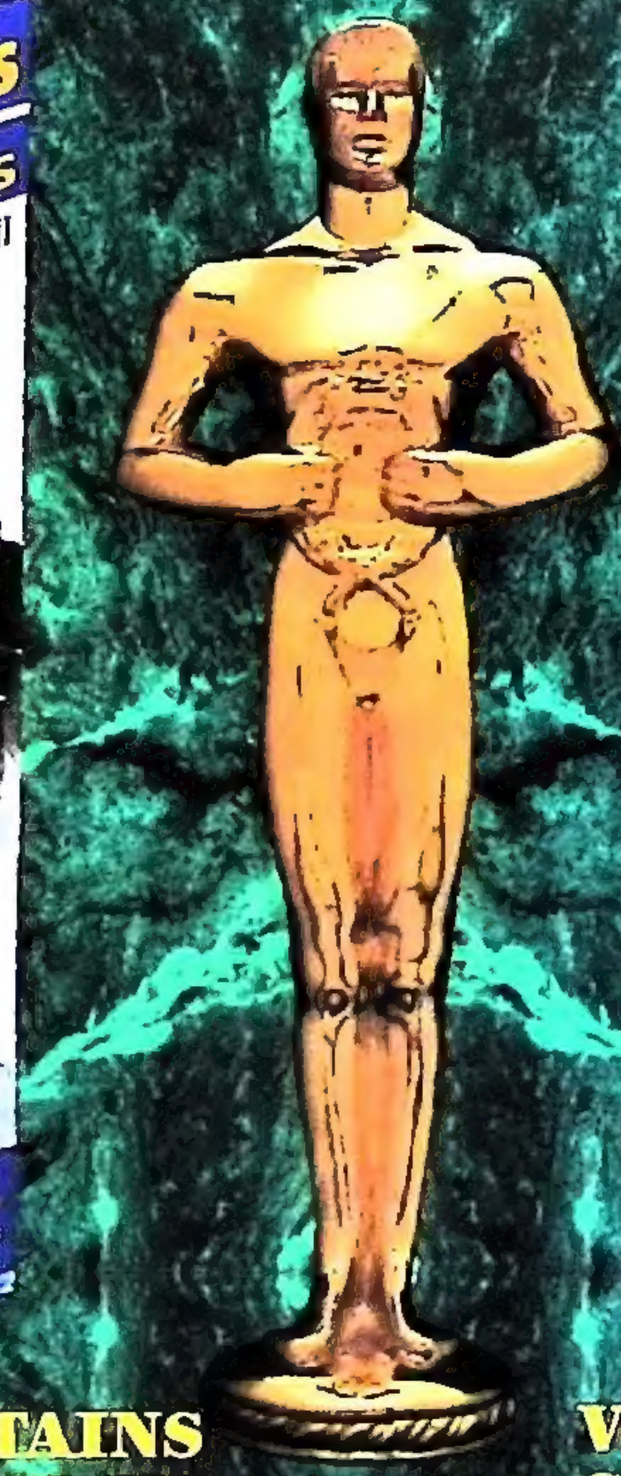

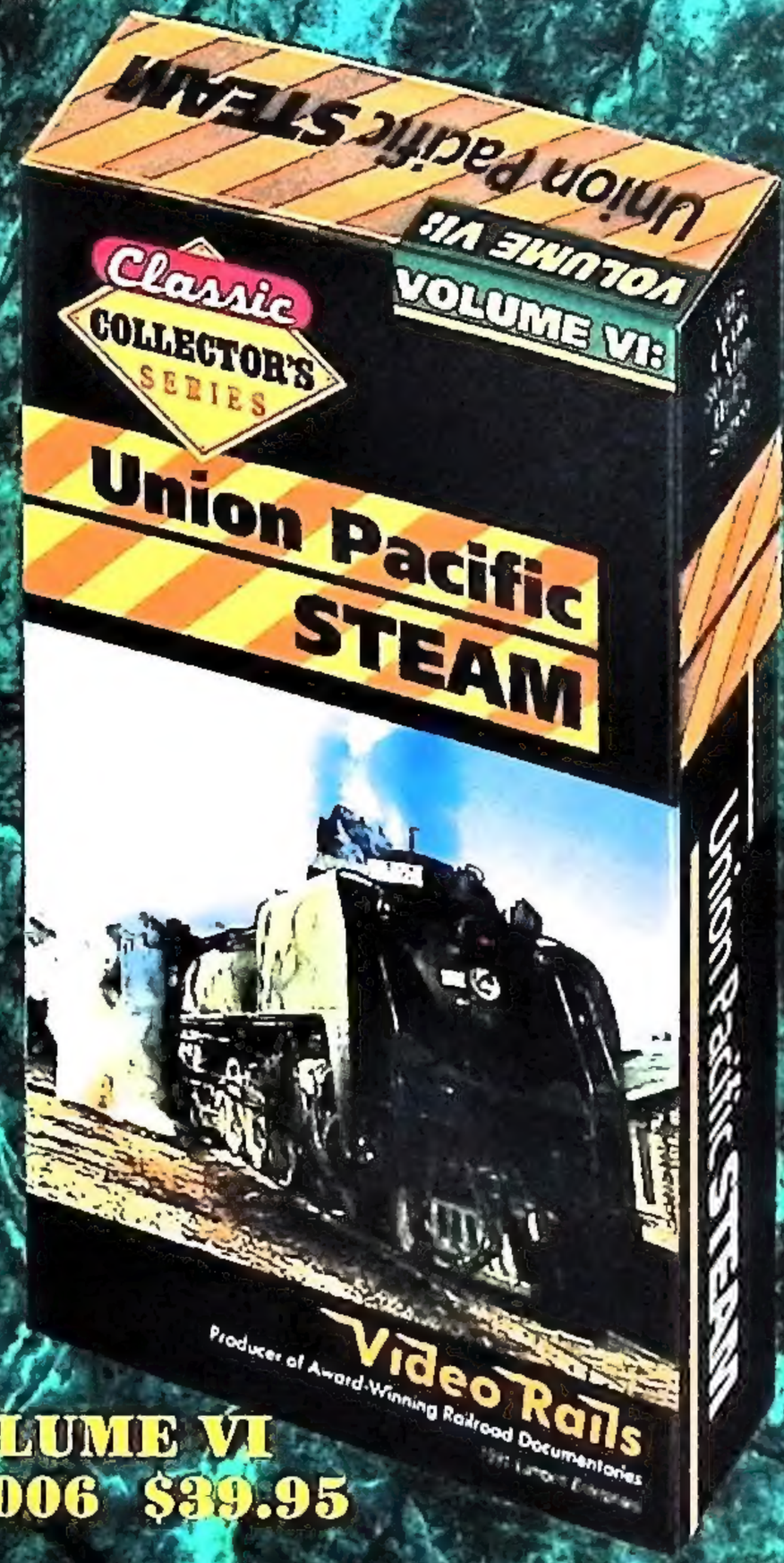

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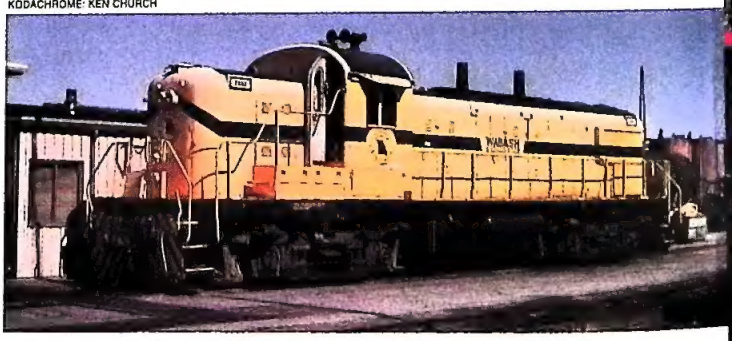
KODACHROME ELROND G. LAWRENCE

SANTA FE 4-8-4 3751 finally moved under her own power on August 13, 1991. During August 15-18, the Northern was on public display on a quarter-mile stretch of track in the former Kaiser Steel mill in Fontana, Cal., where she was photographed on the 17th. There are not yet firm plans for an excursion. See page 52.

EKTACHROME: MIKE RUDINSKY

MOHAWK, ADIRONDACK & NORTHERN now operates a group of Conrail branches in northern New York state. Two of the line's three ex-BCR C425s were seen at Carthage in July. See page 52.

KODACHROME: KEN CHURCH



WABASH & GRAND RIVER RS3M 7802 was at BN's North Kansas City, Missouri, yard on July 6, en route to the W&GR connection at Chillicothe, Missouri. The W&GR is a Pioneer Railroad subsidiary which assumed operation of the 38-mile ex-Wabash line between Chillicothe and Brunswick in April 1990, taking over from the Chillicothe-Brunswick Rail Maintenance Authority. The RS3M, repowered with an EMD prime mover under previous owner Conrail, came from another Pioneer subsidiary, the West Jersey Short Line. CBRMA GP7 2348 will also serve the new line as W&GR 7801.

KODACHROME STEVE TURKENKOPF

THE SUPER DOMES which Amtrak bought from Princess Tours have begun entering service, as seen with the Auto Train at Richmond, Va., on June 8. See page 54.

KODACHROME JOHN BAUMGARDT

SALT CITY ENERGY VENTURES Alco S6s 1 and 2 were at Solvay, New York, (right) on July 11. The units switch coal cars for a new generating plant there. See page 54.

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From the Publisher's desk: Timetables

While flipping through an old Amtrak timetable I pondered how many ways I've ridden to Chicago from the New York area. United figures the distance at 719 miles. By car from Newton it's 750 miles.

Amtrak's NYC route via Albany runs 960 miles out of Manhattan. Traveling Amtrak via Pittsburgh (PRR) is only 911 miles or 901 from Newark's Penn Station. From the railfan's viewpoint of getting the most mileage for your money, Amtrak's No.50, the *Cardinal* offers the longest train ride in hours via CSX through the mountains of West Virginia.

Before Amtrak there were other through routes to Chicago. The Baltimore & Ohio ferried passengers across the Hudson River in small blue buses to the CNJ Terminal in Jersey City. The buses were turned at the CNJ terminal on a tiny turntable. B&O trains used Reading rails to Philadelphia before hitting B&O trackage via Washington and Pittsburgh to Chicago. Total mileage one way was about 1014. In later years the B&O mounted searchlights on its low-profile dome cars so passengers could see the spectacular scenery at night. That route today gets Amtrak's only conventional domes on the *Capitol Limited* (albeit without searchlights).

The *Erie Limited* took 24 hours to cover its 999 miles. Since the route took longer they offered a cheaper fare than did the Pennsy or New York Central. One snowy January trip I boarded the *Erie Limited* at Jersey City and made myself comfortable in the roomette. At Paterson, two model railroad manufacturer friends boarded my car and settled into a bedroom a few rooms away. I joined them as we headed west in the snow while the smiling Pullman porter supplied us periodically with our inner needs, a definite improvement over some of the fast food stuff consumed by some of our staff. Highway traffic soon bogged down in deep snow but Train No.1 kept right on her schedule.

The Delaware Lackawanna & Western also offered through service to Chicago (931 miles) via Buffalo where the one through coach and sleeper was coupled onto a Nickel Plate train for the last 524 miles. The Nickel Plate connection continued after the Lackawanna's merger with the Erie, even though the Erie had a direct Jersey City to Chicago route. I can still taste the Welsh rabbit and good steaks in the Lackawanna's diner, a cut above frozen airline fare.

Another lesser known routing involved the New York Central's West Shore Route to Buffalo where the drawing room sleeping car would connect with the Wabash into Chicago. That service ran back in 1913, and I haven't researched when it quit.

The juiciest plum of all would have been aboard New York Ontario & Western No.5, the *Chicago Express*, with through wooden cars to Chicago beyond Oswego out of the West Shore's (NYC&HR) Weehawken Terminal with ferry connections from New York City.

Sometimes flying back from Chicago, seat belts fastened in turbulent air at 30,000 feet, sipping a $3 drink with cameras and film still aglow from x-ray security precautions, you can look down if you have a window seat and imagine those trains of yesteryear carrying their passengers safely the 900 or so miles enjoying a good dinner in the dining car followed by an Erie Railroad brand cigar, real coffee and some brandy. I guess its time to take an Amtraker again real soon.

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Cover

On June 11, 1967, less than a year after she made her first official excursion on the Southern Railway, green Mikado 4501 was southbound on the "Rat Hole" main line with an excursion between Cincinnati, Ohio, and Danville, Kentucky. At this time she was still carrying her original small tender, later replaced with one off a Central of Georgia 2-10-2. Ektachrome by Jim Boyd.

More than 24 years later, the "Southern" steam program is still going stong under the Norfolk Southern banner, as typified by Norfolk & Western 2-6-6-4 1218 (**inset photo**) preparing to depart laeger, W.Va., on August 7, 1991, as part of the NRHS national convention at Huntington, W.Va. You'll find detailed coverage in this issue of both the 25th Anniversary of the Southern/NS steam program and the Huntington convention activities. Kodachrome by Jim Boyd.

RAILFAN & RAILROAD (ISSN 0163-7266), is published monthly by Carstens Publications, Inc., Phil Hardin Road (Fredon-Springdale Road), Fredon Township, P.O. Box 700, Newton, New Jersey 07860-0700. Phone 201/383-3355. Harold H. Carstens, President; Marie L. Merkle, Vice President; Phyllis M. Carstens, Secretary-Treasurer. Second-class postage paid at Newton, NJ 07860 and additional mailing offices.

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SUBSCRIPTIONS: U.S.A. and possessions: $25.00 per year, $47.00 for two years, $67.00 for three years. Foreign: $31.00 per year, $61.00 for two years, $90.00 for three years. All communications regarding subscriptions and change of address should be sent to Circulation Manager, RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860. Please allow six to eight weeks for change of address.

CONTRIBUTIONS: Articles and photographs are welcome. Contributors are advised to keep a copy of their manuscripts and illustrations. When requested, we will endeavor to return all material in good condition if accompanied by return postage. Payment is normally made upon publication. The contents of this magazine may not be reprinted without written permission of the publisher.

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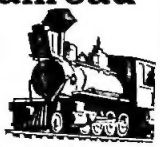

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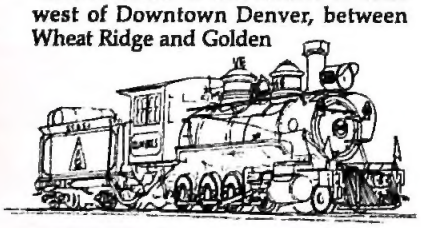

Fanmail

Canfor confusion

I'm not a roster expert or locomotive historian, but I think you are a bit confused about the heritage of Canfor 2-8-2 113, my photo of which appears on page 49 of the October '91 issue. She is an Alco, not a Baldwin, builders number 61859, and she came to Vancouver Island in 1928, not the 1940s, as Alberni Pacific No.6. She was MacMillan & Bloedel 1055 before moving to Canfor in 1953. M&B had a second 1055, a Baldwin 2-8-2T, builders number 60942.

Logging by Rail by Robert D. Turner is the source of some of the above information, in addition to a roster shot of 2nd 1055 I took in 1964 on which I recorded the builders number.

JOHN C. ILLMAN
Nordland, Wash.

Rotary roots

Sorry Jim, but the Cumbres & Toltec rotary snow plows have nothing to do with Shay locomotives as mentioned in the September '91 VIDEOS. Both the OM and OY, which are the first and last narrow gauge rotary snow plows built, were constructed like conventional steam locomotives. The cylinders are attached horizontally to the frame which supports the boiler. Instead of the main rods being attached to the piston rods behind the cylinders like they would be on a locomotive, the piston rod and main rods are in front of the cylinders. A set of gears transfer the rod motion to the 9½-foot snow throwing cutting blades and fan at the front of the locomotive. The OY was built by American Locomotive in 1923.

By the way, the last steam powered rotary built by Lima in 1949 for the Southern Pacific had two three cylinder Shay locomotive engines. Can you imagine the exhaust noise as six cylinders worked pushed by a Cab-Ahead articulated?

GREGORY C. ROBERTS
Colorado Springs, Colo.

⇐ *That rotary trip has turned out to be the video "sleeper" of the season, with no less than three major companies producing excellent records of the event (Pentrex, Railway Productions and Greg Scholl). The Pentrex video was the first one we received, and it did not show the inner workings of the rotary. As mentioned in our October '91 review, however, Railway Productions' program shows how the two cylinders and flywheels drive the snow blades* — J.B.

Hope for the Kiamichi

Just got the September issue and was tickled to see my slide of Kiamichi F7A slug SL1 in living color. However, when I read the brief piece on page 44, I was a bit surprised to find I had switched the towns of Arkinda and Hope around. Actually, Hope, Arkansas, is 30 rail miles *east* of Ashdown, while Arkinda,

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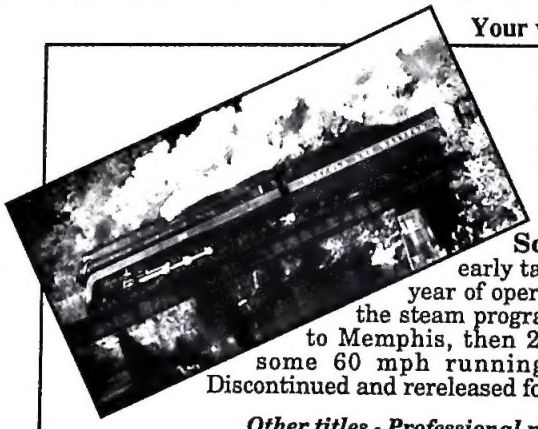

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a small "wide-spot-in-the-road" hamlet, is on the Arkansas-Oklahoma line *west* of Ashdown. The isolated former-L&A stub I mentioned is a 3.8-mile segment of track from Hope south to Anthony, site of a Pilgrim's Pride feed mill and the recipient of a 65-car unit grain train every four days coming from the KCS main line at Ashdown over Kiamichi east to Hope (this explains the 705-SL1 duo, plus two other locomotives at Ashdown). This segment became isolated when KCS embargoed the track from Anthony south to Springhill, Louisiana, due to low traffic and poor track. KCS keeps a locomotive at Hope, and a crew comes out of Shreveport to work the feed mill.

I'm not worried about being nitpicked to death by local "in the know" railfans — I've already caught flack from the president, vice president and master mechanic of the Kiamichi!

BOB THOMPSON
Paris, Tex.

Empire Connection comments

In reading the article about the Amtrak's Empire Connection in the September 1991 issue, I have some corrections and comments. The different radio frequencies that are used are: 160.920 Penn Station-Spuyten Duyvil zone, 161.280 Spuyten Duyvil-Poughkeepsie zone, 161.070 Poughkeepsie-Rhinecliff zone, 160.800 Rhinecliff-Albany-Rensselaer Station. In fact, 160.800 is used as a station services frequency as well from what I could determine in a trip that I took in June.

I was on the train (284) that killed the boy in New York on June 1. It happened just

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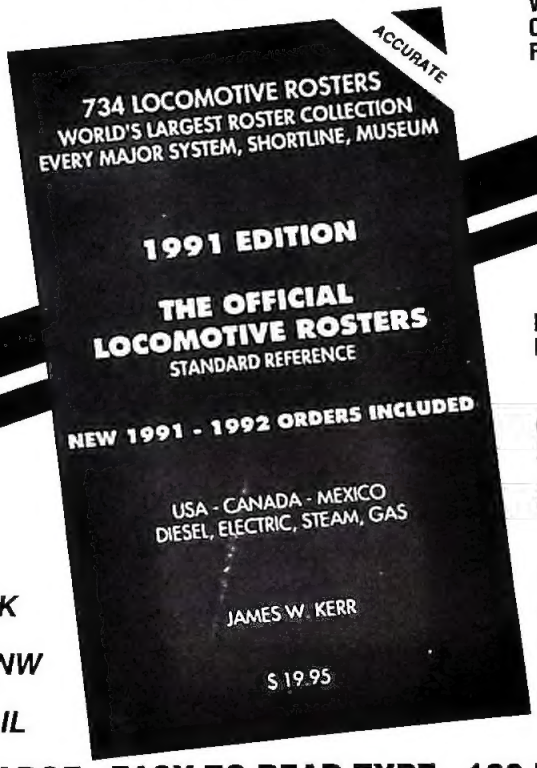

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south of Martha Interlocking and the GWB. First the train left Albany roughly 40 minutes late because they had to get another FL9, as the HEP generator on the first one was not working. We had to wait while an FL9 and F40 were turning near the Turbo Shop. Once they got the other FL9 on, Amtrak fueled it. Only one FL9 was used. New York City police held the train for more than an hour while they investigated, took photos and did what they had to do. This happened on a two-track part of the line, and the police decided, until their investigation was done, not to use one track. An Amtrak Transportation Manager came up to take charge of things and had Amtrak's "40 Office" keep a direct line with the city to find out when the railroad could have their other track back. Train 284 was 2½ hours late arriving at Penn Station.

HOWARD BENDER
Havertown, Penna.

Less cable, more scanning

Thanks to Bruce Kelly for a fine CAMERA BAG column regarding mobile scanners in your August '91 issue. One item that deserves some mention, however, is the length of the coaxial cable used when installing the setup in a vehicle.

Coaxial cable is kind of like a pipe full of slow leaks; the longer the pipe, the more loss. It's the same with a weak electrical signal that has to traverse a long cable to the scanner. The longer this signal has to travel, the weaker it will become. Even the most expensive, modern scanner on the market with the best tuned antenna will receive poorly if there is ten extra feet of coaxial cable coiled up under the back seat of your vehicle.

Most scanner antennas are sold with the coaxial cable and plug pre-connected. Usually, there is several more feet of cable than is required for most installations. You can shorten the cable yourself using an inexpensive plug kit available from Radio Shack or just about any TV or radio repair shop, many of which will also shorten and reconnect the cable for a nominal fee.

BRIAN GOULD
Ft. Collins, Colo.

Not so perfect timing

May I give thanks to the team of individuals who spent who-knows-how-many-hours over the years that it took to bring SP 4-6-2 2472 back to life. And, thankfully, they chose to back date a few of the locomotive's features to early 1946. Some may wonder about the use of white trim on the tires and running boards, and the plated cylinder and valve head covers; yes, it is true that these details were not commonly seen on SP locomotives after the 1930s, but how could one argue as to whether or not they add character? Then, again, I am and always have been a confirmed Southern Pacific steam fan, so I would have to be considered prejudiced beyond reason.

There was an interesting sequel to the portion of your story which speaks of the valves initially out of time. A couple of weeks ago a friend of mine invited me over to watch a video of the events at Sacramento, and one of

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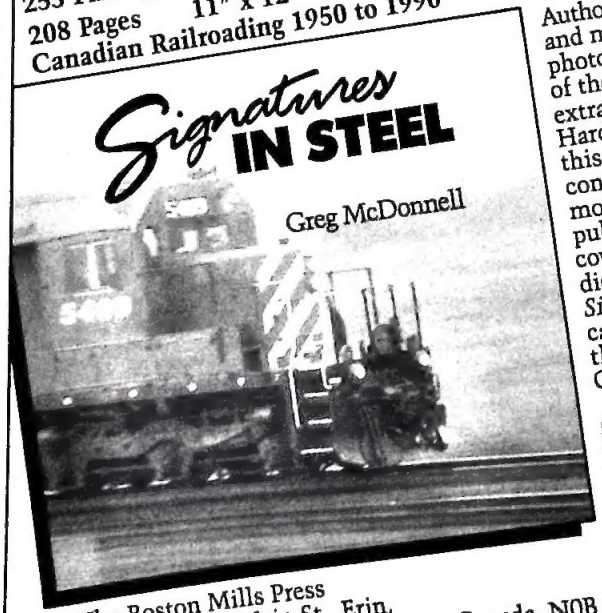

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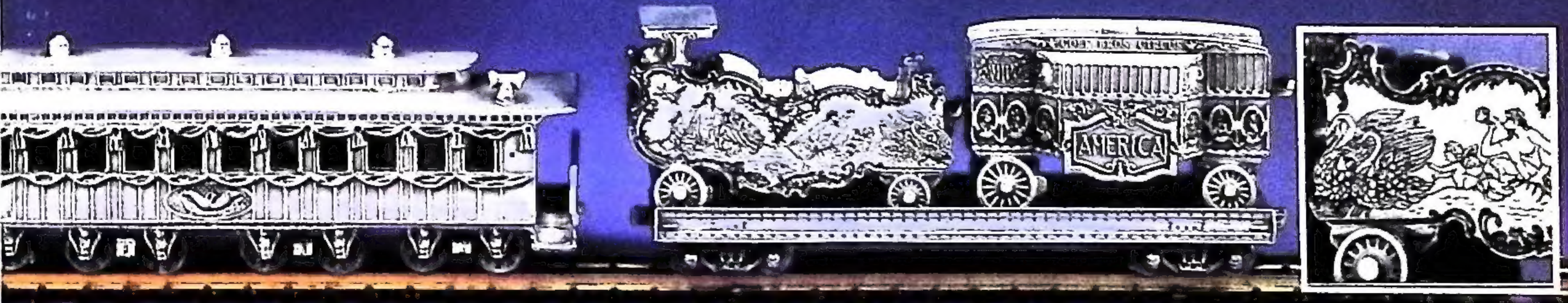

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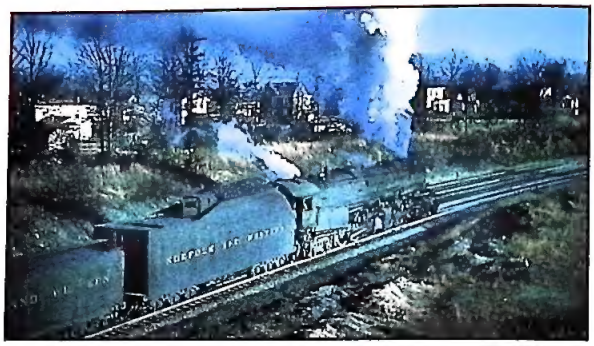

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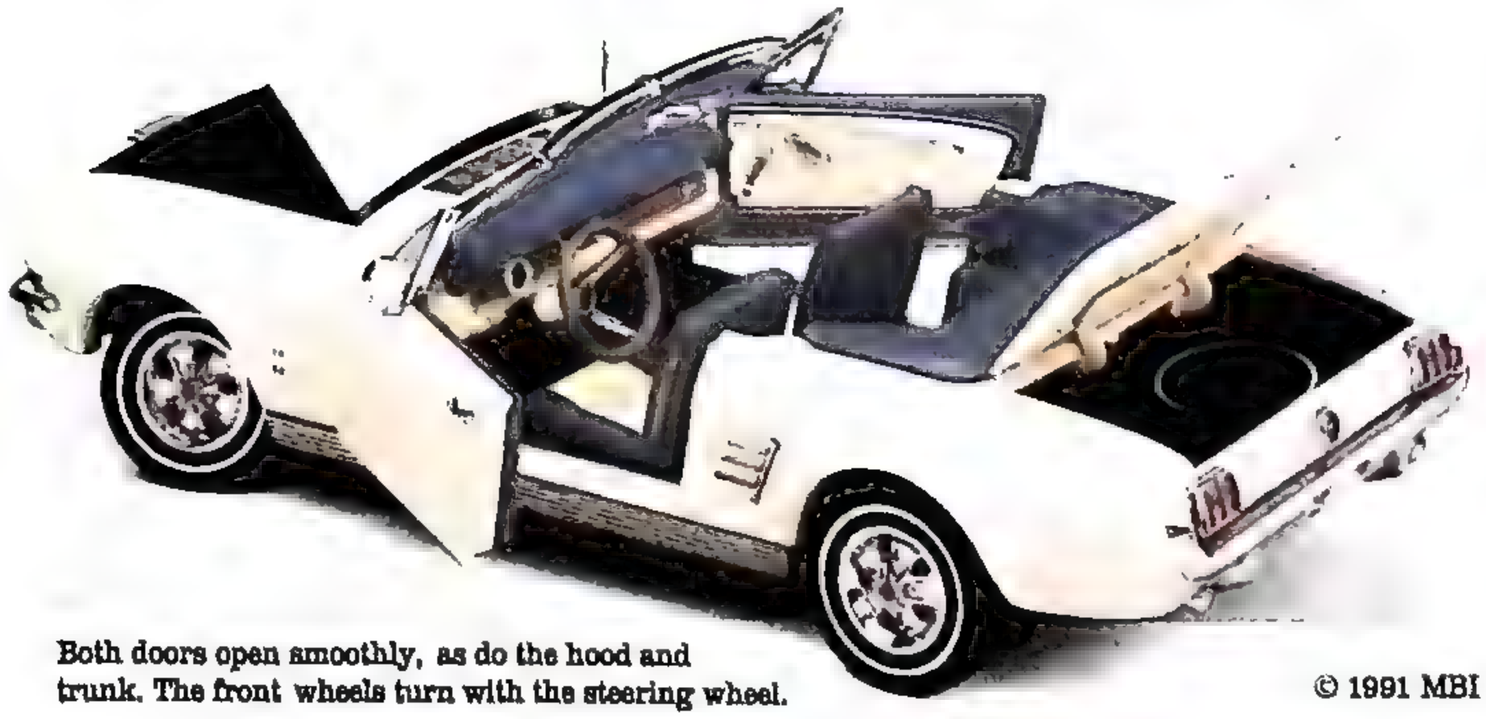

Both doors open smoothly, as do the hood and trunk. The front wheels turn with the steering wheel.

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the sequences showed 2472 on its trip to Railfair at which time the exhaust sound gave away the need for adjustment to the valves. While this condition may have bothered those who were in charge of the locomotive, let me assure them that it gave further insight into the mechanics of this type of power, and it added an extra twist to the scene. How often in 1991 can one hear or see a steam locomotive, much less one whose valves are out of time?

GORDON Y. MILLS
Upland, Calif.

SP 0-6-0 recognition

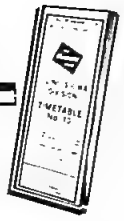
Thank you for the attention to our SP 0-6-0 1269 in the September 1991 issue. This is the first mention or picture I've seen of it in several magazine articles and videos. The locomotive has been on loan to the CSRM by a "gentlemen's agreement" since 1981. We are in the process of formalizing that relationship.

The engine was built at SP's Sacramento Shops (Sacramento Locomotive Works) in June 1921, serial number 123. We acquired it from the City of Richmond, California, in April 1978; returned it to operation in 1980 and loaned it to the Sacramento Museum in 1981, where it has been since.

It's too bad that 1269 was not operable and that we were unable to get our No.12, ex-Pickering Lumber Company 1903 3-truck Shay, ready for the event. Maybe in 2001 . . .

EDWARD J. RYAN
Pacific Locomotive Association
Vice President and Newsletter Editor
Niles Station, Calif.

Timetable



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RAILFAN EVENTS

NORFOLK SOUTHERN 1991 Excursion Season. The following listings indicate **Date,** locomotive, routes and (sponsoring organization). See listings at end for addresses of sponsoring organizations and contact them for tickets, fares and specific information. 611 is an N&W Class J 4-8-4; 1218 is an N&W Class A 2-6-6-4; 4501 is a Southern Railway 2-8-2.

October 5, 1218 Lexington, Ky., to Chattanooga, Tenn., one way (BGM); **October 6,** 1218 Chattanooga to Lexington, one way (BGM); **October 5,** 611/diesel Richmond-Lynchburg-Brookneal circle trip (ODM); **October 6,** 611/diesel Richmond-Appomattox-Lynchburg and return (ODM); **October 12,** 1218 Chattanooga to Oneida, Tenn., and return (TVRM); **September 13,** 1218 Chattanooga to Harriman and return (TVRM); **October 12,** 611 Roanoke to Walton and return (two trips) (RNRH); **October 13,** 611 Roanoke to Bluefield, West Virginia, and return (RNRH); **October 19,** 1218 Chattanooga to Oneida and return (TVRM); **October 20,** 1218 Chattanooga to Harriman and return (TVRM); **October 19,** 611/diesel Greensboro to Asheville and return (GNRH); **October 20,** 611/diesel Greensboro to Asheville and return (GNRH); **October 19-20,** AWP 290/FP7 Atlanta to Rome, Georgia, and return (ANRH); **October 26-27,** 611 Atlanta to Toccoa, Ga., and return (ANRH); **October 26-27,** 4501 Asheville, N.C., to Bulls Gap (ASHV).

November 2, 611 Atlanta to Chattanooga one way (ANRH); **November 2,** 4501 Chattanooga to Hollywood, Ala., and return (TVRM); **November 3,** 1218/611/4501 Chattanooga to Atlanta one way (TVRM/ANRH) (November 2-3 trips in conjunction with NS Steam 25th Anniversary. For more details see listing "NS 25th ANNIVERSARY" elsewhere in this column); **November 9-10,** 611 Huntsville, Ala.,

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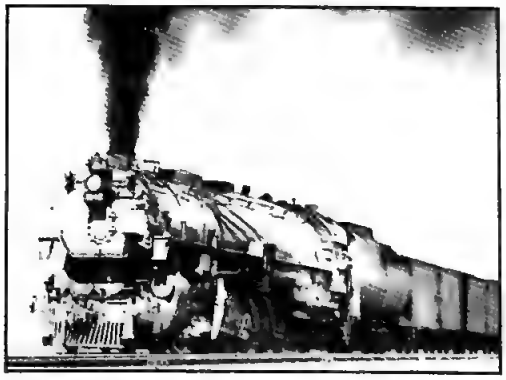

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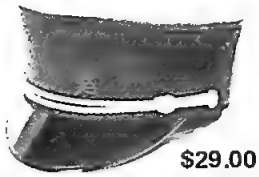

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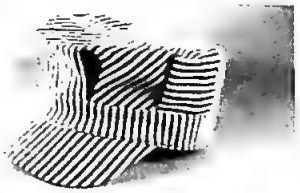

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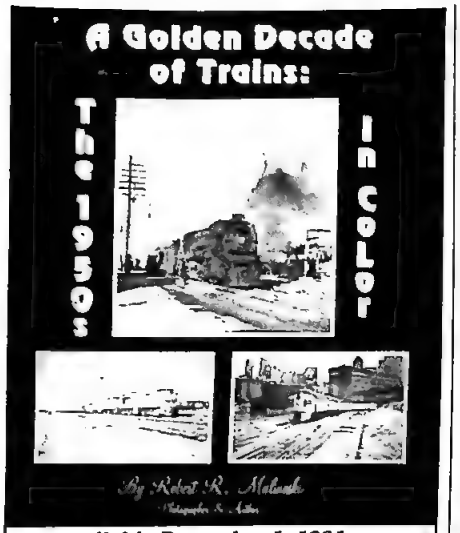

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to Chattanooga and return (NARM); **November 16-17**, 611 Birmingham to Chattanooga and return (HOD), **November 16**, 1218 Columbia, S.C., to Kannapolis, N.C., and return (SCRM); **November 17**, 1218 Columbia to Charleston, S.C., and return (NONH).

The sponsoring organizations are: (ANRH) Atlanta Chapter NRHS, P.O. Box 333, Tucker, GA 30085; (ASHV) Asheville Chapter NRHS, c/o Antique Train & Toy Co , 523 Merrimon Ave , Asheville, NC 28804; (BGM) Bluegrass Railroad Museum, P.O. Box 1711, Lexington, KY 40592, (GNRH) Greensboro Chapter NRHS, P.O Box 16745, Greensboro, NC 27406; (HOD) Heart of Dixie Chapter NRHS, P.O. Box 254, Birmingham, AL 35201; (NARM) North Alabama R R. Museum, P.O. Box 4163, Huntsville, AL 35815; (NFC) North Florida Chapter NRHS, P.O. Box 16493, Jacksonville, FL 32245-6493; (NONH) New Orleans Chapter NRHS, 314 Atherton Drive, Metairie, LA 70005; (ODM) Old Dominion Chapter NRHS, P.O. Box 8583, Richmond, VA 23226; (RNRH) Roanoke Chapter NRHS, P.O. Box 13222, Roanoke, VA 24032; (SCRM) South Carolina Railway Museum, P.O. Box 235, Rion SC 29132; (TVRM) Tennessee Valley Railroad Museum, 4119 Cromwell Road, Chattanooga, TN 37421.

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BELFAST & MOOSEHEAD LAKE 1991 Excursions depart Belfast, Maine, at the following times and dates. For reservations and further information phone: 207/338-2931.

Through October 20, Saturday only at 10am, Belfast-Burnham Jct. (66 miles), adults $18, under 12 $12.

Through October 20, Sunday only at 10am and 1pm, Belfast-Brooks (24 miles), adults $10, under 12 $6.

STRASBURG, PENNSYLVANIA, through March 3, 1992. "Speed, Safety, Comfort: Images of the GG1," a special exhibit at the Railroad Museum of Pennsylvania on Route 741 (opposite Strasburg Rail Road). For hours and other information phone the museum at 717/687-8628.

UP 4-8-4 844 EXCURSIONS October 5, 12 and 20. Union Pacific round trip steam excursions powered by 4-8-4 844 will take place in Nebraska and Kansas on the following dates. For tickets or information, contact the sponsoring group listed with the event

October 5, Omaha-Columbus, Nebraska. Fares not available at press time; contact Western Heritage Museum of Omaha, 402/444-5071.

October 12, Grand Island-Valley, Nebraska. Fare $120 plus $7.20 tax (box lunches available onboard), send check with SASE to: Great Plains Chapter NRHS, Box 1253, Grand Island, NE 68802.

October 20, Omaha-Marysville, Kansas, via Lincoln and Beatrice. Return trip powered by diesels (844 will be turned later at Topeka and sent west with freight to Cheyenne via Marysville Sub). Fares not available at press time; contact Camerail Club c/o Joel Boucher, 712/322-7541.

BOSTON, MASSACHUSETTS, October 5. Fall Foliage Excursion to Albany, New York, via Amtrak (Conrail trackage). Hudson River Cruise, too. Contact: Mass Bay RRE, P.O. Box 8136, Ward Hill, MA 01835; 617/489-5277.

LAFAYETTE, INDIANA, October 5-6. Monon Railroad Historical-Technical Society Annual Meeting at Howard Johnson Plaza Hotel, 4343 State Route 26 East, 9am-10pm Saturday, 9am-5pm Sunday. Admission $5. Sunday only, $2. Saturday: field trips and photo coverage of the Monon, business meeting, banquet and slide show. Sunday: displays, model railroads and swap meet/sale. Contact: E.J. Lewnard, 410 S. Emerson Street, Mt. Prospect, IL 60056; 708/255-9264.

HIGH IRON TRAVEL, P.O. Box 480344, Denver, CO 80248-0344 (303/825-8885) is sponsoring a rare mileage excursion October 5-6 with private cars *Caritas*, *Cimarron River* and *Blue Ridge* over "new" Wheeling & Lake Erie and Pittsburgh & West Virginia. Saturday: depart Carey, Ohio, 9am and ride existing Akron, Canton & Youngstown line to Mogadore. Continue north on W&LE to Cleveland and then back through Mogadore to Harmon/Brewster. Sunday: ride W&LE east to Pittsburgh Jct. and on Georgetown Branch, then south to Martins Ferry, North to Stubenville, east to Connellsville and return to Pittsburgh 6pm. Total of 521 miles. $995 per person, double occupancy.

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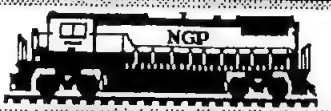

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BOSTON, MASSACHUSETTS, October 5-6. "Vermont Foliage Express" chartered train to northern Vermont via Conrail and Central Vermont Railway. Depart South Station 8am. Fares, including train, meals, lodging and transfers: $200 adult (double occupancy), $100 ages 5-16 sharing room with two adults. Send SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486, or phone: 617/361-4445.

STOURBRIDGE LINE RAIL EXCURSIONS operate on Lackawaxen & Stourbridge trackage along the scenic Lackawaxen River in northeast Pennsylvania on the following dates powered by BL2 No.54. Times shown are for departure from Honesdale. For tickets or further information contact: Wayne County Chamber of Commerce, 742 Main Street, Honesdale, PA 18431, 717/253-1960.

Fall Foliage Excursion, October 5-6, 12-13 and 19 at 9am and 2pm, Honesdale-Lackawaxen, adults $15.50, ages 12 and under $6.50.

Halloween Excursion, October 26 at 9am, noon and 3pm, and October 27 at 9am, Honesdale-Hawley, $6.50.

Santa Express, December 7 and 14 at 9am, noon and 3pm and December 15 at 1pm, Honesdale-Hawley, $6.50.

BLUE MOUNTAIN & READING RAILROAD, Off-Line Trip Department, P.O. Box 425, Hamburg, PA 19526 (215/562-4083) will operate the following "Iron Horse Rambles" on the Reading & Northern with T1 4-8-4 2102. Exact departure points and other information supplied with tickets. Fares shown are for adult/child (12 and under).

October 6, Reading-Tremont or Donaldson, $35/$6.
October 13, Reading-Tamaqua, $27/$6.
October 26, Reading-Pottsville, $26/$6.

SODUS, NEW YORK, October 6, 13 and 20. Fall Foliage excursions on Ontario Midland to Newark, N.Y., using ex-NYC stainless steel cars. Departures noon, 2 and 4pm. Adults $9, ages 3-12 $6, under 3 free. Ordering tickets in advance by mail recommended. Send SASE and payment to: NRHS Rochester, Fall Foliage Tickets, P.O. Box 1161, Webster, NY 14580, or phone 716/987-1305.

SENTIMENTAL RAIL JOURNEYS, P.O. Box 2729, Mission Viejo, CA 92690 (714/240-2101), is sponsoring the following luxury rail tours onboard their restored vintage cars pulled behind Amtrak trains.

October 7 New Orleans.
December 30 Monterey.

ROSSFORD (TOLEDO), OHIO, October 10-13. B&O Railroad Historical Society 12th Annual Convention at Econo-Lodge. Site tours in Toledo, Willard and Deshler, plus model contest, banquet, slide shows and railroadiana sales. Contact: B&O Historical Society, P.O. Box 13578, Baltimore, MD 21203-3578; 301/592-7034.

MARIETTA (ATLANTA), GEORGIA, October 11-13. Louisville & Nashville Historical Society 8th Annual Convention at Days Inn-Atlanta North, 2767 Windy Hill Road. Friday night: night photo session with A&WP 4-6-2 290 *for L&NHS members only*; slides, videos and movies for non-members. Saturday: tour of CSX's Tilford Yard, excursion on A&WP 290, buffet banquet, entertainment. Sunday: lineup of CSX trains will be posted for railfanning. Photo and model contests, too. For room reservations phone 400/952-3251 and ask for L&NHS convention rate. Convention and banquet: $20 adults, $17.50 children. Banquet only: $13.50. Contact (and make checks payable to): L&N Historical Society, Convention Registration, P.O. Box 17122, Louisville, KY 40217.

ADRIAN, MICHIGAN, October 12. The Adrian & Blissfield Rail Road, operator of ex-NYC "Old Road", will run excursion over entire line (first time since passenger service ended in 1956). Adults $17.50, ages 6-12 $12, ages 5 and under free when not occupying seat. For tickets or information send SASE, and make checks payable, to: Old Road Extra, 1424 Iroquois Avenue, Detroit, MI 48214-2716.

PITTSBURGH, PENNSYLVANIA, October 12-13 and 19. Fall foliage excursion on old Pittsburgh & West Virginia and Wheeling & Lake Erie. Spectacular bridges and tunnels on rare mileage. For tickets or information contact: Pittsburgh Transportation Museum Society, P.O. Box 2383, Pittsburgh, PA 15230, 412/731-0234.

October 12, Greentree (Rook Yard) to Brewster, Ohio, coach $45, first class $99, deluxe class $199.

Octover 13 and 19, Greentree (Rook Yard) to Connellsville, Pennsylvania, coach $29.95, first class $89, deluxe $139.

ORBISONIA, PENNSYLVANIA, October 12-13. Fall Spectacular on the East Broad Top. Special trains and consists both days. Tours and other activities planned. Contact: Friends of the East Broad Top, c/o Rich Keller, R.D. 1, Box 966, Three Springs, PA 17264; 814/447-5473.

THE NEW RIVER TRAINS will operate Huntington-Hinton, West Virginia, October 12-13 and 19-20 behind NKP Berkshire 765. For more details contact: C.P. Huntington Railroad Historical Society, P.O. Box 1252, Ashland, KY 41105.

PINE BLUFF, ARKANSAS, October 18-20. Cotton Belt 4-8-4 819 excursion to Tyler, Texas, for Rose Festival. Pine Bluff-Tyler Friday, layover Saturday, Tyler-Pine Bluff Sunday. Numerous intermediate stops in Arkansas and Texas. Round trip $150, one-way Pine Bluff-Tyler $100. Segments between intermediate stops $15 each in Arkansas, $10 in Texas. Con-

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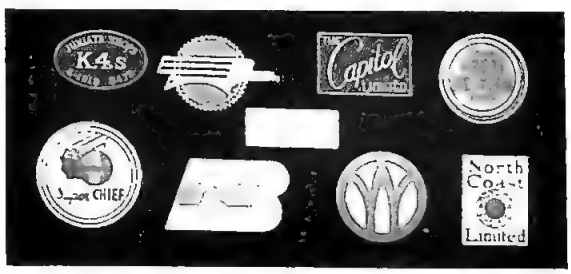

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RAILROAD AVENUE ENTERPRISES

tact: Cotton Belt Railroad Historical Society, P.O. Box 2044, Pine Bluff, AR 71613; 501/541-1819.

HARRISBURG, PENNSYLVANIA, October 19. Special excursion train to southern New England, with optional boarding at Elizabethtown, Lancaster and Paoli. Destination options include Valley Railroad, Mystic Seaport or Mystic Aquarium. Rail fare $98. Send SASE to: Lancaster Chapter NRHS, 72 Stuart Run Road, Quarryville, PA 17566, or phone: 717/786-4932 or 717/299-6405.

PERRIS, CALIFORNIA, October 26-27. Fall Rail Festival at Orange Empire Railway Museum, 2201 South A Street, 9am-5pm. Ride restored trolleys and trains on a variety of tracks amid authentic structures and rural scenery. Antique autos, live Western music and more. Admission and one-day unlimited ride pass: adults $8, ages 6-11 $6, under 6 free. For more information phone: 714/657-2605.

SUSQUEHANNA TRANSFER, NEW JERSEY, October 26-27. "Susquehanna Outing" fall foliage excursions both days from Susquehanna Transfer and Ridgefield Park, Rochelle Park and Wortendyke to Warwick, New York, and return via Sparta Mountain. Depart 9:15am, pause at Warwick 1:20-1:50pm, return 6:35pm. Coach $39.95, Pullman $79.95. First Class available at $169 through Classic Rail Cars (703/370-0319). Motor coach connection between New York City's Port Authority Bus Terminal and Susquehanna Transfer $3.50. For tickets or further information send LSASE to: NYS&W T&HS, P.O. Box 272, Netcong, NJ 07857.

NS 25th ANNIVERSARY November 1-3. The following are movements associated with Norfolk Southern's 25th Anniversary steam celebration in Chattanooga. Times shown are for departure from point of origin and are subject to change. For tickets or information on excursions, contact one of the two following organizations as designated in listings: (ANRH) Atlanta Chapter NRHS, P.O. Box 333, Tucker, GA 30085; or (TVRM) Tennessee Valley Railroad Museum, 4119 Cromwell Road, Chattanooga, TN 37421 (615/894-8028).

November 1, TVRM's ex-U.S. Army 2-8-0 610 will depart Chattanooga Terminal Station in early evening with passenger excursion to TVRM for a night photo session featuring Southern 2-8-2 4501 and 2-8-0 630, Central of Georgia 4-4-0 349 along with the 610. Two or three scenes will be arranged. 4501 will power return trip. Tickets $35 (TVRM).

November 2, 8am, 4501 Chattanooga-Hollywood, Alabama, and return (turn at Bellefonte power plant) (TVRM); 10am, N&W 4-8-4 611 Atlanta-Chattanooga one way (ANRH); 2pm, 610 East Chattanooga-Terminal Station and return (TVRM); 4pm, 4501 Terminal Station-Tenbridge Wye and return (after 611's arrival) (TVRM); 6:30-9:30pm, convention banquet.

November 3, 8am, 610, 611, 630, 1218 and 4501 on display at Food Terminal in Chattanooga; 11:30am, 611/1218/4501 Chattanooga-Atlanta one way with photo runbys (TVRM/ANRH).

WORCESTER, MASSACHUSETTS, November 2-3. Valley Railroad off-line steam excursions with Chinese 2-8-2 1647 both days to Versailles, Connecticut, and return on 100 rare miles of branch line. Photo runby. Coach $49.95, club car $109.95, first class $139.95. Club and first class service includes meals. For reservations or information phone the Valley Railroad in Essex, Connecticut, at: 203/767-0103.

FORT MYERS, FLORIDA, November 23-24. Scale Rails of Southwest Florida and Florida Live Steamers Annual Winter Railfest at Masonic Lodge, 3100 Evans Avenue, 10am-8pm Saturday, noon-5pm Sunday. Contact: Roger Wood, 813/542-6461 after 5pm Eastern Time.

COLORADO RAILROAD MUSEUM, December 7-8. Narrow gauge 2-8-0 346 will operate on the Santa Claus Train. Contact the Colorado Railroad Museum at 17155 W. 44th Avenue, P.O. Box 10, Golden, CO 80402; 303/279-4591.

CONTINUING OPERATIONS

R&R TIMETABLE is limited by space to listing special events, main line excursions and operations of special interest (noteworthy motive power, off-season schedules, etc.). For a full listing of the regularly scheduled tourist railroads and operating museums in the U.S. and Canada, we recommend the ***Steam Passenger Service Directory***, published by *Locomotive & Railway Preservation*, P.O. Box 599, Richmond, VT 05477 (802/434-2351) and available for $8.95 plus $1.75 shipping & handling ($2.50 shipping & handling Canada and overseas; Vermont res. add 4% tax). This excellent directory, updated every year, lists days of operation, train schedules and equipment as well as giving addresses and phone numbers of nearly 300 rail attractions.

INTERNATIONAL TOURS

RAIL STUDY TOURS INTERNATIONAL, P.O. Box 3468, Arlington, VA 22302 (703/998-2362) is offering the following foreign rail tour:

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VINTAGE NEW ZEALAND POWER will lead excursions February 10-19, 1992, in conjunction with the 2nd BP Pan Pacific Vintage Car Rally. Locomotives Ka945 (4-8-4), Ja1271 (4-8-2), J1234 (4-8-2) and Da1431 (GM-built G12

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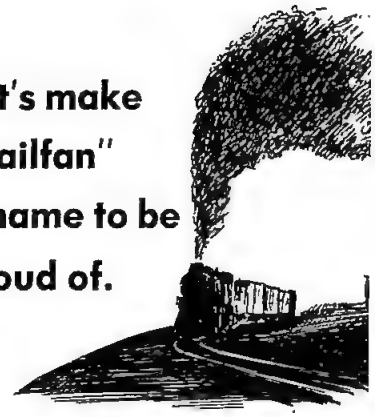

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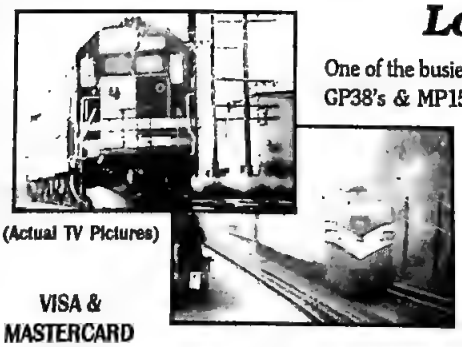

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RAILROADIANA MEETS

HANOVER, PENNSYLVANIA, October 4-27 (Friday-Sunday). Railroad Art Show & Sale at The Art Gallery, 32 Carlisle Street, Hanover, PA 17331 (717/632-0982). Railroad paintings and photos for sale. Free admission.

GREENBERG's Great Train, Doll House & Toy Show will be held at the following locations 11am-5pm. Admission $5; under 12 free with adult For further information contact: Greenberg Shows, Sykesville, MD 21784, 301/795-7447.
Alexandria, Virginia, October 5-6, Mt. Vernon High School, Field House
Richmond, Virginia, October 26-27, Virginia State Fairgrounds.
Edison, New Jersey, November 2-3, Rantan Center Expo Hall.
Cherry Hill, New Jersey, November 9-10, Garden State Park.
Monroeville, Pennsylvania, November 16-17, Pittsburgh Expo Mart.
Wilmington, Massachusetts, November 30-December 1, Shriner's Auditorium.

GREAT AMERICAN TRAIN SHOW 1991 schedule. Operating layouts, club displays, national and local sellers. Admission $4 50 plus tax, children under 12 free with adult. 1-7pm Saturday, 11am-5pm Sunday. Contact: GATS Limited, 708/834-0652.
October 5-6, Kansas City Municipal Auditorium, 14th & Central
October 12-13, Cincinnati Convention Center, 6th & Elm.
October 19-20, St. Paul Civic Center, I.A. O'Shaughnessy Plaza.
October 26-27, Georgia International Convention & Trade Center, 1902 Sullivan Road.

NEW PORT RICHEY, FLORIDA, October 11-13. Sunshine Region NMRA Fall Convention at Sheraton Inn, 5316 U.S. 19, noon-11pm Friday, 8am-1am Saturday, 8am-2pm Sunday. Contact: Kenneth Franz, 2133 Overbrook Drive, New Port Richey, FL 34655, or phone: Tom Wilson, 813/847-9944 after 6pm.

BOURNE, MASSACHUSETTS, October 12. Cape Cod Chapter NRHS Railroad Show at Upper Cape Cod Regional Vocational Technical School on Route 6, 10am-4pm. Memorabilia, operating layouts, dealers, food, live music. Adults $2, ages 62 and over and 10-15 $1, under 10 free with adult. Contact: Howard Goodwin, 18 Willard Street, Wareham, MA 02571; 508/295-5857.

ROANOKE, VIRGINIA, October 12-13. Third Annual Roanoke Railway Festival at Virginia Museum of Transportation, 303 Norfolk Avenue, 10am-4pm. More than 200 tables of rail-

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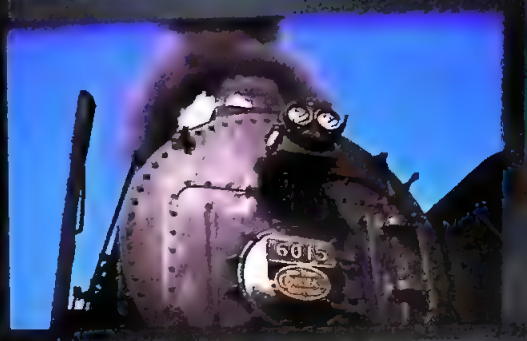

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ELMONT, NEW YORK, October 27. St Vincent DePaul Famous Train Meet at St Vincent DePaul School Auditorium, 1510 DePaul Street, 10am-4pm Buy, sell, trade. Admission $4, under 12 free with adult. For information phone Frank Deorio, 516/352-2127 or 516/486-6658

ALEXANDER, NEW YORK, October 27 Western New York Trainmasters Railroadiana Flea Market at Alexander Fire Department Recreation Hall on Route 98, 9am-3pm. Admission $3, under 12 $1, family $5. Just minutes away from Conrail's busy ex-NYC main at Batavia or from Conrail/D&H action on the ex-Erie main over Attica Hill Contact: Martin Rocka, 60 Harmony Lane, Cheektowaga, NY 14225; 716/684-2948.

DEARBORN/DETROIT, MICHIGAN, October 27. Trainorama '91 at Dearborn Civic Center, 15801 Michigan Avenue at Greenfield, 10am-4pm Admission $2.50, under 12 free with adult. Contact: Steve Johnson, P.O. Box 1174, Dearborn, MI 48121; 313/581-0356.

BLOOMINGTON, ILLINOIS, November 2-3. Central Illinois Great Train Show at College Hills Mall, College Avenue & Veterans Parkway, 10am-9pm Saturday, noon-5pm Sunday. Free admission. Contact: William Steinkraus, Central Illinois Railroad Club, P.O. Box 4441, Bloomington, IL 61702-4441; 309/452-2664.

FRANKLIN SQUARE, NEW YORK, November 3. R R. Lines Train Meet at VFW Hall, 68 Lincoln Road, 9am-1pm. Adults $3, under 12 free with adult. Contact: Rae Romano, 237 Rintin Street, Franklin Square, NY 11010; 516/775-4801

MOUNT CLEMENS, MICHIGAN, November 3. Gratiot Valley Railroad Club Fall Swap and Shop at Clintondale High School, 15 Mile at Little Mack, 10am-3pm. Adults $2.25, under 12 free. Contact: Uwe Thormaelen, 313/468-4877 Monday, 313/949-1878 Tuesday-Sunday.

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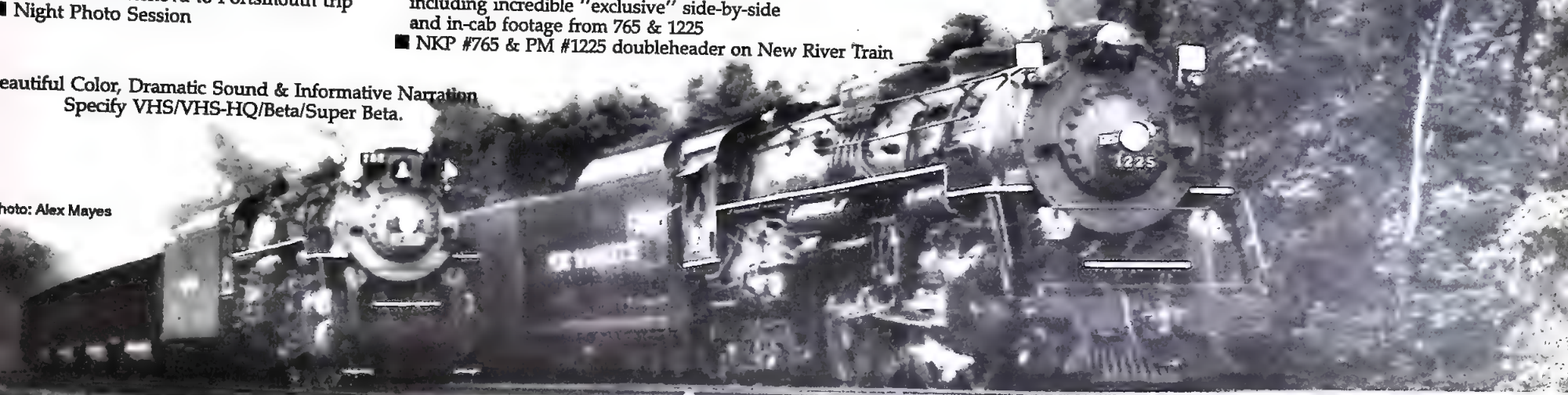

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CHARLOTTE, NORTH CAROLINA, November 9-10. Metrolina Toy & Train Show at Metrolina Expo Center, I-77 Exit 16A, 9am-5pm Saturday, 10am-4pm Sunday Admission $4. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28027; 704/786-8373.

EUCLID (CLEVELAND), OHIO, November 10. Euclid High Train Show at 651 East 222nd Street, 10am-4pm. Adults $2.50, students and seniors citizens $2. Contact: Bob Frieden, 9695 Chillicothe Road, Kirtland, OH 44094; 216/256-1749.

MILAN, OHIO, November 10. Norwalk & Western Train Show and Swap Meet at EHOVE Joint Vocational School, 316 W. Mason Road, 10am-4pm. Admission $2, under 12 free. Contact: Steve LaConte, P.O. Box 938, Norwalk, OH 44857; 419/668-6225.

GREENSBORO, NORTH CAROLINA, November 16-17. Triad Toy & Train Show at Coliseum Complex, 1921 W. Lee Street, 9am-5pm Saturday, 10am-4pm Sunday. Admission $4. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28027; 704/786-8373.

PEORIA, ILLINOIS, November 17. Illinois Valley and River City Railroad Clubs Peoria Train Fair at Illinois Central College, Routes 116 & 24, 11am-3pm. Admission $2, under 13 free. Tables $7 in advance. Contact: Rick Dolanc, 4028 W. Hilmont, Peoria, IL 61615; 309/692-0882.

POTTSTOWN, PENNSYLVANIA,, November 24. Norco Train Meet at Norco Fire Company on Routes 100 & 724 9am-2pm. Adults $2, under 12 free with adult. Contact: Mary Preudhomme, R.D. 7, Box 792, Boyertown, PA 19512; 215/367-7857.

FORT WAYNE, INDIANA, November 30. Train and Collectible Toy Show at The Lantern, 4420 Ardmore, 11am-4pm. Buy, sell, trade. Tables available ($10 in advance). Admission $2, under 12 free. Contact: Royce Hutchinson, 7112 Baer Road, Fort Wayne, IN 46809; 219/747-4485.

GALAX, VIRGINIA, November 30. First Ever Train Fair & Swap Meet at Fairview Ruritan Building, Route 821 off U.S. 89, 10am-3pm. Admission $1. Co-sponsored by Twin City Railroad Club and Mayberry Model Railroaders. Contact: Stu Shenk, Route 8, Box 201, Galax, VA 24333; 703/236-3876.

ELMONT, NEW YORK, December 1. St. Vincent De Paul Parish Train Show at St. Vincent De Paul School Auditorium, 1510 De Paul Street, 10am-4pm. Adults $4, under 12 free with adult, senior citizens $2. Contact: Frank Deorio, 1510 De Paul Street, Elmont, NY 11003; 516/352-2127 or 516/486-6658.

EASTLAKE (CLEVELAND), OHIO, December 1. Eastlake Train Show at 34041 Stevens Boulevard, 10am-4pm. Adults $2.50, students and senior citizens $2 Contact: Bob Frieden, 9695 Chillicothe Road, Kirtland, OH 44094; 216/256-1749.

OKLAHOMA CITY, OKLAHOMA, December 7-8. Annual OKC Train Show sponsored by Central Oklahoma Chapter NRHS at Made in Oklahoma Building on Oklahoma State Fairgrounds, 9am-5pm Saturday, 11am-5pm Sunday. Admission $3. Dealer and swap space available. Contact: Ed Birch, Jr., 1313 W. Britton Road, Oklahoma City, OK 73114.

SOMERSET, NEW JERSEY, December 8. Tri-State RHS Christmas Sell & Swap at Holiday Inn on Davidson Road (off I-287) 9am-3pm. Photographs, models, timetables, books, Conrail display, railroad videos and much more. Adults $3, children and senior citizens $2. For more information send LSASE to: Sell & Swap, Tri-State Railway Historical Society, P.O. Box 1217, Morristown, NJ 07962-1217.

OTTAWA, OHIO, December 14. Putnam Association of Railfans Model Railroad & Farm Toy Show and Sale at Ottawa KofC Hall, Routes H and 11, 10am-4pm. Admission $2, under 12 free with adult. Contact: Chris Roof, 8153 County Road P, Ottawa, OH 45875; 419/659-2820 or Randy Gratz, 419/456-3325.

FRANKLIN SQUARE, NEW YORK, December 29. R.R. Lines Train Show at VFW Hall, 68 Lincoln Road, 9am-1pm. Adults $3, under 12 free with adult. Contact: Rae Romano, 237 Rin Tin Street, Franklin Square, NY 11010; 516/486-6658.

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BY BRUCE KELLY

What's New?

Open up the metallic gray hard cover (embossed with the title and a large UP shield) of *Union Pacific — 1990* and inside you'll find 224 8½"×11" pages full of neat photos and solid diesel data. With statistical support from Don Strack, authors George Cockle and Paul Withers have produced a fine, up-to-date motive power annual. It leads off with a tribute to camouflaged Desert Storm SD40-2 3593, a summary of the UP railroad in 1990 and a long, detailed systemwide list of train symbols, then proceeds with model-by-model coverage of UP's more than 3000 locomotives. Each model is broken down further by number groups, and data is given for builder's date and number, previous owner or road number and other notes. Accompanying all the nuts & bolts information are more than 400 black & white photos (all nicely reproduced), many of which are Cockle's sharp closeup views of locomotive details and appliances from the rooftop right down to the roller bearings. There are also action and scenic shots provided by rail photographers from all over the system such as Joe Blackwell, Lon Coone, Dave Crammer, Robert Harmen, Wayne Monger, Jeffrey Torretta, Mark Wayman and many others. Following the intense coverage of diesel locomotives are listings for yard slugs, the "historical locomotive collection" (the E9s, DDA40X 6936, 4-8-4 844, 4-6-6-4 3985 and others) and the UP business car fleet. A terrific contemporary reference on UP equipment, it sells for $48.00 plus $2.50 shipping (Penn. res. add 6% tax) from Withers Publishing (the same folks who put out *Diesel Era* magazine), 528 Dunkle School Road, Halifax, PA 17032.

If you're wondering why the recently-revived Wheeling & Lake Erie has been universally dubbed "the *new* W&LE," you should read the 80-page 8½"×11" album-format softcover by John B. Corns titled *The Wheeling & Lake Erie Railway*. Through 239 black & white photos (all nicely printed on heavy, coated pages) and expanded, fact-filled captions, the book provides a glimpse of the W&LE and its predecessors prior to absorption into the Nickel Plate in 1949 and then into N&W in 1964. More of a picture album than a history book, it visually documents the railroad from 19th Century 4-4-0s and 4-6-0 Camelbacks to K3-Class 4-8-2s and I2 Mallets, plus cabooses, freight and passenger cars, stations and engine facilities. It sells for $14.95 plus $1.75 shipping (Va. res. add 4.5% tax; foreign orders add $3.00 shipping) from TLC Publishing, Dept. RF, Route 4, Box 154, Lynchburg, VA 24503-9711.

Calendar Call

Audio-Visual Designs has two all-color offerings for next year, their usual "1992 Railroad Appointment Calendar" and the new

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"Baltimore & Ohio 1992 Calendar." Both fold out vertically to 11"×17" with excellent reproduction of the 8½"×11" color images. Steam era color photography by Bob Collins is featured in the B&O calendar. Most impressive are the action views of EL-5a 2-8-8-0 Mallets meeting in the snow; a streamlined *Cincinnatian* Pacific racing across Ohio; doubleheaded 2-8-8-0s marching through the cut at Locust, Pennsylvania; a 4-6-2 helper leading E-units and a passenger consist west of Cumberland and EM-1 2-8-8-4s leading tonnage at such places as Mance Curve on Sand Patch Grade. There are also static closeups of engines of varied wheel arrangement. AVD's "1992 Railroad Appointment Calendar" contains mostly contemporary diesel subjects like Norfolk Southern freight on the massive Cumberland River bridge in Kentucky, Amtrak on the Virginia coast, good old blue & yellow Santa Fe Geeps crossing the Illinois River at Chillicothe, freshly painted D&H "lightning stripe" GP39-2s, "stealth gray" CSX C40-8s exiting Falls Cut Tunnel on Sand Patch Grade, an SDP40 in SP passenger service and a Conrail SD50 leading freight out of New Jersey's Pattenburg Tunnel. Providing a taste of the good old days are Cotton Belt 4-8-4 819 (leading a 1990 excursion), New Haven EF-4 electrics, an N&W 0-8-0 rattling the Virginian diamond at South Norfolk, first-generation UP diesels at Omaha in 1969, Rio Grande K37 2-8-2 498 departing Durango in 1963 with freight and the *California Zephyr* at Burlington, Iowa, in 1957. The two AVD calendars each sell for $7.75 postpaid (N.Y. res. add tax) from Audio-Visual Designs, P.O. Box 24, Earlton, NY 12058-0024.

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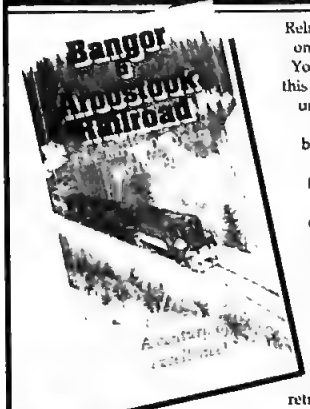

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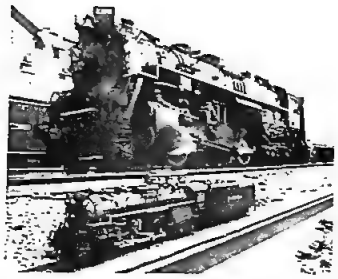

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Right-Of-Way Industries has teamed up with the Fort Wayne Railroad Historical Society (the folks behind Nickel Plate 2-8-4 765) to produce a "ScalePlate" model of the beautiful Berk that operates on Lionel three-rail O-gauge track with any Lionel or Right-Of-Way Industries a.c. transformer. This superbly crafted model has the level of craftsmanship and detail that one would expect of a fully scale brass import, but it will operate on the standard Lionel O-36 curves. Powering the model is a ball-bearing can motor with a super quiet mechanism and electronic reversing unit.

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Traction Publications — by Joe L. Diaz

SAN FRANCISCO's CENTURY OF STREETCARS by Fred A. Stindt is a marvelously illustrated 208-page 8½"×11" hardcover with attractive dust jacket, describing in great detail the fascinating history of streetcars and their operation in the City by the Bay. There are 362 black & white photos, most half-page in size and some filling a full one or two pages. The reproduction is truly outstanding. The views focus on the

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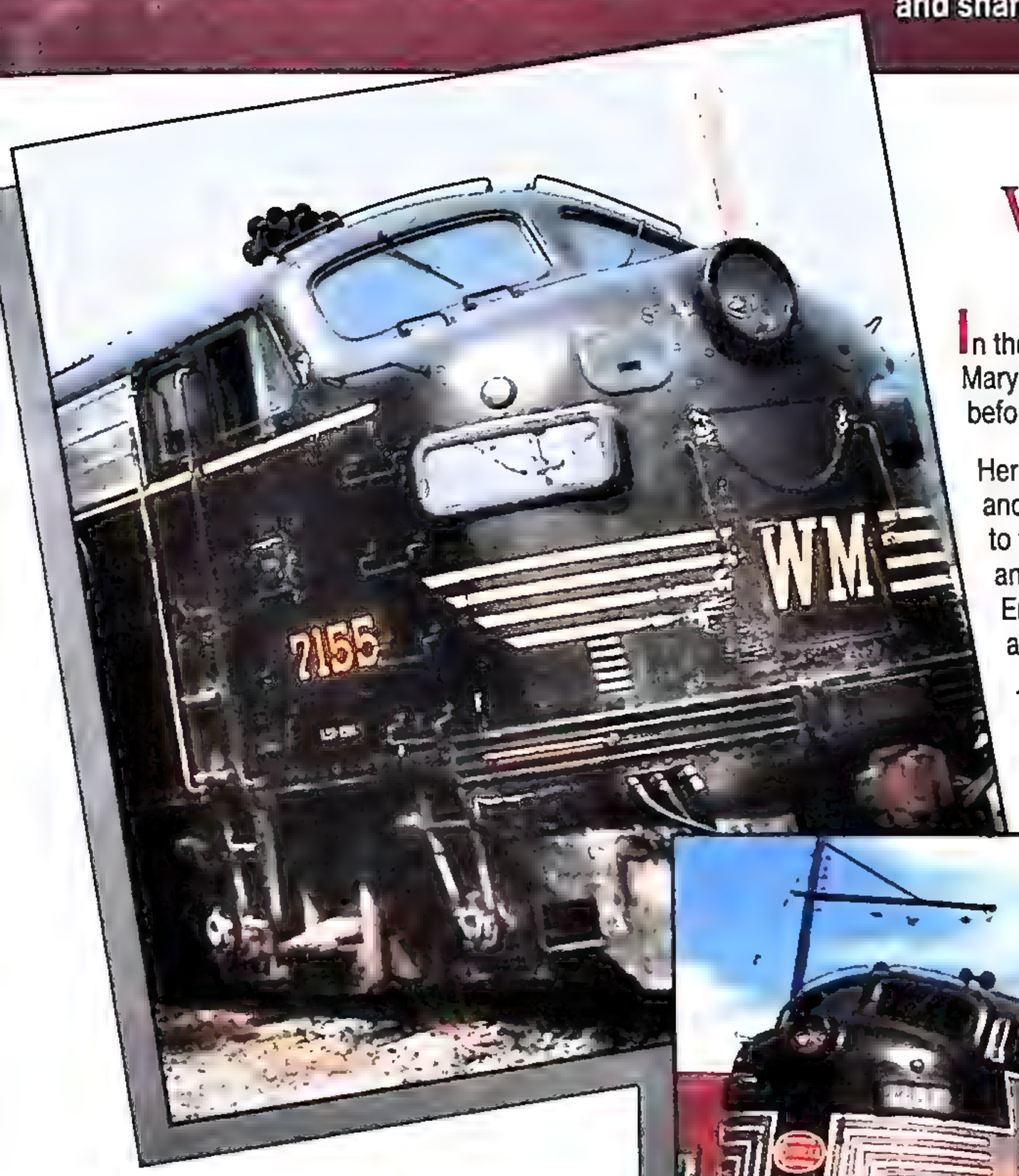

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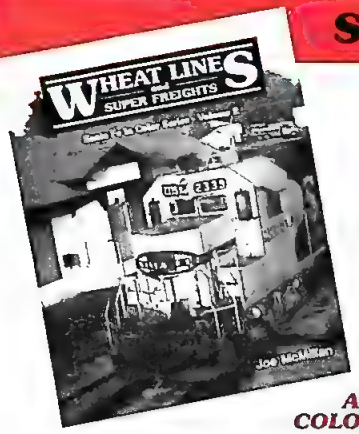

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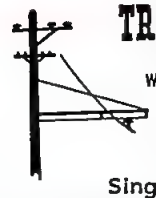

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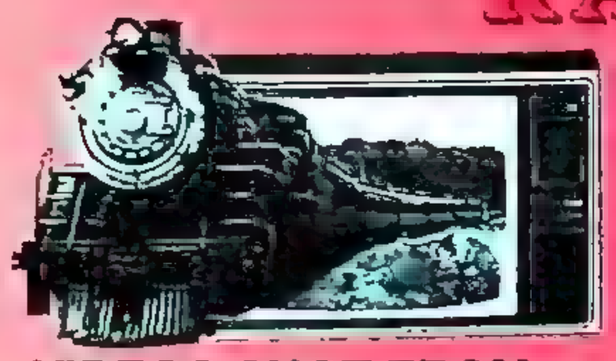

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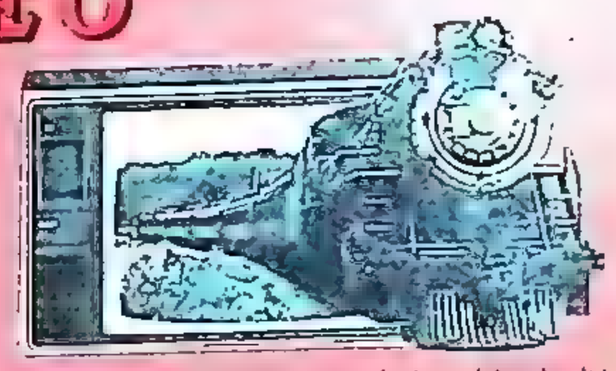

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1. **"Thundering Rails"** Produced by the AAR
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"Classic Railroad Archives Volume IV" Three vintage railroad movies
1. **"Big Trains Rolling"** (1946 version) Produced by the AAR
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There is a two-page detailed route map of the city done in a panoramic view in color which will allow the reader easy understanding of what lines went where. There is also a section dealing with the Trolley Festival Cars and some more oddities, also the new MUNI proposed lines. The San Francisco streetcar scene has always been of great fascination and remains so to this day. This book is a marvelous look at it all. It is available for $38.50 postpaid from Fred A. Stindt, 3363 Riviera West Drive, Kelseyville, CA 95451.

Book Reviews

"Rolling Thunder, A Portrait of American Railroading," by Gary J. Benson, text by Fred Frailey, published by W.W. Norton & Company, Inc., 500 5th Avenue, New York, NY 10110; 800/233-4830. 192 9¾"×11" pages, hardcover, $49.95.

Today's railroading *is* exciting and colorful. That's the message in this new all-color "coffee table" pictorial from W.W. Norton & Company — a message conveyed with 164 beautiful photographs of contemporary North American railroading from the cameras of Gary J. Benson.

Gary Benson is relatively new to railroad photography. He took his first train photos in 1983 when he was past the age of thirty. With that he became fascinated with the power and atmosphere of railroading. After agreeing to do a book for Norton (who lost their "railroad" author when Don Ball passed away in 1986), Gary set out to capture a slice of modern railroading. Having not experienced the decades of steam and streamliners or the years of decline and bankruptcy during the 1960s and '70s, everything

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he saw was new and exciting with no preconceptions of predecessor companies or equipment.

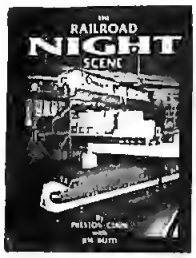
Gary is a well-published professional photographer who studied at the Rochester Institute of Technology. A genuine enthusiasm combined with his training and talent really come through in his work. The compositions are clean and colorful, and many will impress even the most seasoned rail photographers. Some of his departures from the "standard" railfan shots are most refreshing. For instance, many of his scenic shots seem at first to have the train too far away, like the CPR classic on "Morant's Curve," but in this era of SD40-2s that all look alike, the de-emphasizing of the train enhances the strength of the scene. It's a characteristic that shows up in many of his views and is worthy of consideration by other photographers.

Benson uses numerous lenses from very wide angles to a borrowed 600mm telephoto (with which he redefines the image of the Huey P. Long Bridge). He is also a master of detail and "people" shots, and particularly impressive is his use of fill-in flash to match exposures inside interlocking towers with the trains visible outside through the windows. Many of his photos are satisfyingly conventional, while others are subtly challenging to the eye of a railfan photographer. There are a lot of traditional photos of familiar locations, like "Scott Snell's barn" on Sand Patch and Viaduct Junction tower in Cumberland, Maryland (inside and out); an Amtraker on Soldier Summit, the Green Mountain Railroad in Rutland and the CN along Kamloops Lake, and there are some unconventional angles on others, like helicopter views of the SP's Lucin Cutoff across the Great Salt Lake. The pictures, incidentally, were all shot on Fujichrome.

The text by Fred Frailey is appropriate and experienced, and it generally discusses the contemporary scene on a path suggested by the photographs. Fred is a professional journalist who is no stranger to writing and railroads, having authored two books and several magazine articles on railroading.

The page layouts are exceptionally clean and intelligent, generally one photo per page with a caption and text. The printing, from Japan, is excellent on heavy coated paper.

In all, 40 railroads are represented, from main line to short line and urban to rural, and a separate chapter of the seven is devoted to the railroaders. This type of book is intended for a wide distribution to a general audience, but it is doubtful that any railfan could be anything less than impressed and inspired — M.D. and J.B.



The Railroad Night Scene by Preston Cook with Jim Boyd, published by Old Line Graphics, 1604 Woodwell Road, Silver Spring, MD 20906; 130 8½"×11" pages, hardcover; $44.00 plus $3.00 shipping (Md. res. add 5% tax).

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1992
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Enjoy the winter beauty of Norway and Denmark by first class rail. Bergen, three nights in a mountain resort on the Bergen and Flam lines, Finse, Oslo, Copenhagen, Odense and DSB Car Ferry service to be replaced by tunnel. Bergen to Copenhagen or continue on Swiss trip.

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April 27-May 9
Ride Lisbon street cars with 1906-14 Brill builts and look-alikes before the start of modernization. Visit Porto where trams are on borrowed time. Spanish narrow guage electric system (FEVE) from Coruna to Oviedo, Bilbau and San Sabastian. Standard guage to Barcelona for visit to their extensive electric systems.

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a great photographic opportunity. Armed with tripods and flashguns and using exposures that range from 20 seconds to as many minutes, they busily throw light where there was none and create images in ways the sun never intended. Here in one book is deftly captured many of the best images of two veterans in the night photography arena.

Because one of the photographers is Jim Boyd, editor of R&R, and the other is his long-time friend Preston Cook, I suspect the Doubting Thomases of the world will figure I couldn't do anything but extol its fine virtues, but not so. I won't try telling you this is an excellent book — which it is — but I will attempt to pique your curiosity enough that when you spot the *The Railroad Night Scene* in a store you will thumb through it. The ultimate decision is your own.

Here in 130 pages is the culmination of many years of night railroad photography in all geographic areas of the country, under myriad weather conditions and in all varieties of circumstances.

For those of you not familiar with night photography, let me point out, it isn't easy. At night, it is up to the photographer to create the scene, to use light effectively and to balance the light so that the picture near the camera is not burned out as the rear fades into darkness.

And it gets worse if it's a scenic shot. There are extraneous lights out there, including the dreaded mercury vapors which turn everything green, as well as unsuspecting beings with flashlights and engineers and firemen who move equipment without telling you. It's a process you're not sure of until the processed transparencies are returned. Then, and only then, can you truly be happy — or grossly disappointed.

Which makes this hefty compilation of such images all that more fascinating. Here are dozens of railroads, beginning back in the 1960s and continuing up to the present, captured at night. There are wee hour of the morning shots, twilight shots, engine facility poses, main lines, branch lines, Baldwins, Alcos, GEs, heavyweights, streamliners, electrics, Canadian, Californian, New England and Deep South shots. There's even a couple steam shots.

And no two images are quite the same. Some are so disarmingly lit you really can't tell artificial light has been brought in. Others are back lit, and a few are so bright the sun pales by comparison. You just don't have that variety with daytime photos.

I liked the subtlety of the snow night shot at Tama, Iowa, the realistically-lit New Haven motor pit with an FL9 and EP5 Jet, the composition of the Cass Railfan Weekend in 1978 and the serenity of East Broad Top No.12 in the roundhouse. Then there is that cherubic-faced baggage man on Illinois Central's *Hawkeye*, the chill of the two Milwaukee Road *Hiawatha* skytops in the snow, the wonderful feel of the Soo Line *Winnipegger*

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Most space given to the early "rainbow" years, but includes progress from 1971 to 1991. Sample rides, mostly trackside. Video Quiz at end!

- The GREENBRIAR LIMITED — 60 Minutes
American deluxe rail travel is back! Ride aboard a round-trip run over the scenic C&O route. Live music in the lounge, 7-course dinners, obs. car.

- THROUGH the GUIDE — 115 Minutes
Ideal reference work for students of the passenger train or modelers - complete consists rail past from 40 railroads, demonstrating the various colors and individual styles before Amtrak, mostly 1950s-60s.
Sample: SP "Cascade", 18 cars behind 4 PAs!

- MIDWAY U.S.A. — 98 Minutes
1988 Sampling of heavy freight in Nebraska & Kansas. BN - UP - Santa Fe. Lexington - Crawford Hill, Grand Isle, Holliday Jct and other busy spots.

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Unexpected scenic delights in upper Quebec! L.V. private car ride aboard "Montrealer" and "Chaleur", plus a few Amtrak scenes on "Broadway", "Capitol".

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2. **DERAILMENT!** Listen on the wire ("GB" Block Station, Blasdell, NY) following 1958 NKP wreck! (45 Min.)
3. **GRAND TRUNK & ILLINOIS CENTRAL** - 1960 steam pulling commuters and coal! (30 Min.)
4. **STEAM SHORTLINES #1** W.M. Ritter Shay, Buffalo Creek & Gauley 1959-61 (45 Min.)
5. **STEAM SHORTLINES #2** More BC&G, plus Georgia Pacific Shay, ET&WNC, more. (45 Min.)
6. **CASS SCENIC** - Little engines. Big sound! (90 Min.)
7. CANADIAN PACIFIC #1 Track torpedoes explode as steam frt passes Guelph Jct, etc. (45 Min.)
8. **CANADIAN PACIFIC #2** 2-8-2, 4-6-2 types on frt, switching and mainline (45 Min.)
9. **CANADIAN PACIFIC #3** Cab ride 2-8-2 #5405 in 1959, at near stall! (45 Min.)
10. ***2* C.P. #4** (2 Hrs., $10). Excursion run in 1959, behind three sets of doubleheaders!
11. **CANADIAN NATIONAL #1** 4-8-4s passenger and frt, plus 2-89-0 local. GP diesel, steam helper! (45 Min.)
12. **CANADIAN NATIONAL #2** 1958 Steam activity around Dundas, Hamilton, Merriton. Great sounds! (45 Min.)
13. ***2* C.N. #3** (2 Hrs., $10). #6218 trip of June 1, 1968 features some mighty fast running!
14. **CANADIAN NATIONAL #4** 4-8-2 #6060 on excursion, Sept. 21, 1975. (30 Min.)
15. ***2* N&W STEAM** (2 Hrs., $10). 1959 trip features Class A #1240, Y6b #2174.

SERIES TWO: Sounds of 60s, deisel & electric.
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16. **EARLY DIESELS** - NKP PAs, E-L, E-8 and FAs, more from PRR, SOU. (60 Min.)
17. **LACKAWANNA ELECTRICS** - Weary M.U.s from trackside. Plus express run Hoboken to Dover! (90 Min.)
18. **RIDING THE E-Units** - Side 1: E-L "Lake Cities" (E-8); Side 2: PRR E-7, E-8. (60 Min.)
19. **RAILROAD SMORGASBOARD** Accent is on variety of diesel types, plus electrics, some steam! (60 Min.)
20. **HORSESHOE CURVE** - 759 battles the Hill in 1970, plus Alcos, E-s, thunderstorm and break-in-two! (60 Min.)
21. **PASSENGER TRAIN VAGABOND** - Aboard Florida Special, Zephyr, Skeena, Canadian, Lake Cities. (60 Min.)
22. **A DAY IN MARION** - sampling 24 hours in 1969 at the diamonds; E-L, NYC, N&W, C&O; AC Tower. (60 Min.)
23. **ON THE P&LE COMMUTER** - Ride with GP-7 start to 70 MPH, also rear vestibule, in 1984. (60 Min.)
24. **T R A C K S** - simply the rhythm of the rails! 80 MPH on jointed track (60 Min.)
25. **ON THE GRADE** - In 1970, PC and B&O near Pitts., SP, AT&SF at Tehachapi Loop (60 Min.)

SERIES THREE: Stereo Steam, 1980s.
(Entire Series-14 tapes $69)
26. **On Board the Cumbres & Toltec Narrow Gauge** - 1987, 1990. K36 487 plus 488 double. (90 Min.)
27. **Durango & Silverton Narrow Gauge** (90 Min.)
28. **NKP #765** on New River Train (28 cars, 1990). Plus Durango & Silverton stall in the rain! (60 Min.)
29. **CLINCHFIELD #1**, on a rare "solo" act, 1978. Erwin to St. Paul, VA. (90 Min.)
30. **SOUTHERN T&P** 2-10-4 #610, trips from 1977-79 (90 Min.)
31. **N&W Class "J" #611**, 1982-83 on the N&W and Southern Ry. (90 Min.)
32. **CHESSIE SAFETY EXPRESS**, 1980, with #614. Sand Patch, 17-mile Grade, speed. (90 Min.)
33. **SOUTHERN 722**, 1978-80. Various trips in Va. (60 Min.)
34. **NKP 765** - Trackside sounds, 1980-85. Wide variety of locations. (90 Min.)
35. **CHESSIE STEAM SPECIAL** 1977-78, RDG #2101. (90 Min.)
36. **ALLEGHENY #2101**, Continuous run Altoona-Horseshoe Curve-Gallitzin. 10-10-76. (60 Min.)
37. **SOUTHERN 2716**, Fall 1981. Mt. Airy Grade is among locations heard. (90 Min.)
38. **S.P. 4449**, Steam Special Birmingham - Atlanta. (90 Min.)
39. **SOUTHERN 4501**, 1975-80. Running thru GA - IN - AL -

at Minneapolis and the almost surrealistic Highlands station shot at Hinsdale, Illinois.

This is, however, more than just a pretty picture book. *The Railroad Night Scene* works on many levels. First, there is, as the title implies, a plethora of excellent night photography. Yet, it is also a wonderful sampler of American railroading that many quasi-coffee-table books just don't treat well. And while this is mostly a photo book, there is a section on how Cook and Boyd did their night photography and how you can do the same. The printing is uniformly excellent, which is very critical for this kind of book. The information is first rate.

If I thought this book was less than the advertised, I would have simply passed on the offer to review it, which is one of the reasons I like reviewing train books. I keep the ones I want and give the others to friends. This is one I'll definitely keep — DAVID LUSTIG.

Videos

BY MIKE DEL VECCHIO

New Arrivals

Contemporary main line Michigan railroading is presented in "**CSX Detroit Division, Chicago Subdivision,**" from ECO Works, P.O. Box 9361, Wyoming, MI 49509-0361; 800/743-9757. Covering the typical action between Grand Rapids, Michigan, and Porter, Indiana, on CSX's former Pere Marquette/C&O Detroit-to-Chicago main line, this program show contains a surprising variety of motive power, because in addition to CSX and Amtrak action, the Soo Line has trackage rights between Windsor, Ont., and Chicago resulting in CP pool power and any new GMDD locomotives from London, Ont., destined for western roads. The show starts in Grand Rapids as trains are made up and switch engines deliver local cars. The cameras then proceed west toward Holland, where locals on a branch to the West Olive Power Plant and a quaint 10 m.p.h. line to Hamilton (complete with a long wooden trestle) are followed, and Porter where CSX joins Conrail for the rest of the trip to Chicago. The camera work is contextual and straight forward, and the video was shot with professional equipment. The views are primarily lineside runbys and some switching in the big towns with moderate telephoto work. The scenery is mostly flat in suburban and rural surroundings during all four seasons. The slightly "long" editing is geared more toward the hardcore fan, and I'm willing to bet from some of the editing subtleties that a railroader was very much involved in the shooting, something more tapes of this nature could use. The "Plymouth Subdivision" covering the rest of this line from Grand Rapids east to Plymouth, Mich., is promised

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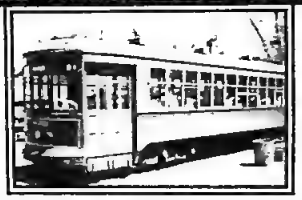

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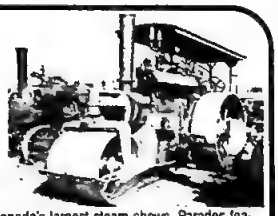

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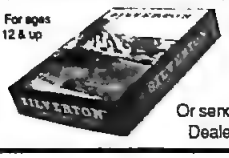

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for September 1991. "... Chicago Subdivision" runs 120 minutes, $45.00 postpaid (Mich. res. add 4% sales tax).

Big plumes, "Big Boys" and blue skies are the rule in "Union Pacific's Last Steam Giants," from WB Video, 6447 S. Heritage Place W., Englewood, CO 80111; 800/449-3987. This little gem features the color 16mm films of Dave Gross shot between 1958 and the early 1960s. The last days of regular-service Big Boys, Challengers and "Eight-Hundreds" (4-8-4s) are shown on both Sherman and Archer Hills (west and east of Cheyenne), and the footage includes lineside and pacing plus switching and turntable moves at the Cheyenne roundhouse. The show ends with footage of early 8444 fantrips, one on Sherman Hill and another to Egbert and Yoder, Wyoming. The original footage was silent, but original UP sounds recorded by Howard Fogg are synchronized to the video, and Howard Fogg himself provides the narration. It's interesting to see that Sherman Hill hasn't changed all that much, and that some of those early 8444 runbys were done at slow speeds with the drivers spinning as it approached the crowd of photographers. There are quite a few tapes offering the last days of UP steam, but Howard Fogg narrating his own audio and Dave Gross movies shot almost simultaneously make this program special. 24 minutes, $24.95 plus $3.00 shipping per order.

"Texas Shorts, Volume 1," "Texas Shorts, Volume 2" and **"Texas Shorts, Volume 3,"** from Zuleka Productions, Box 472, Brownwood, TX 76804, offers a quick look at a total of eight interesting short line railroads in Texas. Volume 1 covers the Chaparral, Mineral Wells & Eastern and Texas Central railroads; Volume 2 covers the Texas Transportation Company, Georgetown and Kiamichi railroads; and Volume 3 covers the Austin & Northwestern and Fort Worth & Western railroads. Each of the lines is covered similarly: its location within Texas is shown on a state map, and then the narrator gives a pretty complete description of the line in mileage, history and at least general operating scenarios. In each case, a run is fol-

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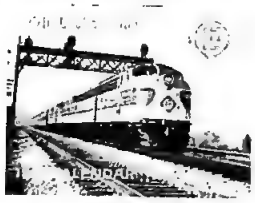

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lowed both lineside and with a camera in the cab. And some of the trips are newsworthy, like the first revenue run of the Chaparral Railroad and the partial arrivals (incomplete locomotives on flat cars) of the three steam locomotives for the planned Tarantula Railroad excursions on the Fort Worth & Western: SP 2-6-0 1744 from Utah's Heber Creeper tourist line, Santa Fe heavy 4-6-2 3417 from a park in Cleburn, Texas, and Rock Island 4-6-2 938 from a park in Enid, Oklahoma. Programs like this document these operations and show outlanders (like me) what these lines look like and use for motive power, like the three former-Houston Belt & Terminal Alco S2s on the peanut-hauling Texas Central or the two electric trolley freight motors on the Texas Transportation Company which switches the Pearl Brewery in San Antonio, or the colorful red and gray former-UP GP30 and bright red former-MP transfer caboose on the 22-mile city-owned Mineral Wells & Eastern in Mineral Wells. In most cases the crew for the day's run is introduced. The video quality is professional, and the images are varied using a variety of lens lengths. The editing is moderately paced, but keep in mind these are short lines — there is a lot of switching and slow track. Zuleka's producer William Harmon is a working railroader, and his goal is to eventually present all of the short lines in Texas. There should be a Zuleka in every state. Each tape; 30 minutes $27.95.

Feature Reviews

"Railfair '91," produced by Spot Services, Inc., for the California State Railroad Museum Foundation; available from Railfair '91 Photos, P.O. Box 351, Sacramento, CA 95812; 800/457-7050. VHS only, VISA, MasterCard and personal checks (payable to Spot Service, Inc.) accepted, 60 minutes, $29.95 plus $3.50 shipping (Calif. res. add 7.75% sales tax).

After a two minute introduction of grandiose prose that would have made Lucius Beebe blush, this "Official Video" of Sacramento Railfair '91 settles down to become one of the finest rail programs ever done by

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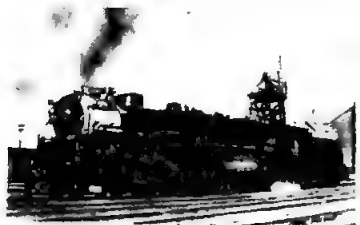

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anybody, anywhere. It's what a railfan video producer could do with an unlimited budget and a production staff of thousands (well, maybe a dozen). Executive producer and director of photography Gary Tomsic and director Barry Landon employed a large field crew plus three writers and two editors to turn out this highly entertaining hour-long tribute to Railfair and the California State Railroad Museum hosted by singer/actor Hoyt Axton and backed up by an original music score.

In less sensitive hands, this could have been a disaster, but in spite of the fact that it is aimed at the general audience and not specifically railfans, the material is technically accurate and treats the subject with understanding and respect, twinged with a fine sense of humor. The very well organized and intelligent script sorts out the various locomotives that participated in Railfair and presents capsule stories of each, usually with an appropriate crew member narrating — and here their extremely professional editing paid off, as the narrations come across very well. Some are serious and to the point, while others, like the B&O Museum's John Hankey, are lively storytellers. Most locomotives are shown in some degree of action, even including the static EMD FT 103 demonstrator set, which is depicted in action shot at La Grange by Mark I Video. Included at the Railfair site are not only the locomotives but things like San Diego's Santa Maria Valley railbus with its built-in turntable and railfans Bill Kaminski and Vic Neves talking about their personal section speeders.

Supporting the script is camera work that is very unusual in the railfan field. Mounted on a "Jimmy jib" boom, the camera sweeps around, over and through the machinery, of-

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ten staring an oncoming locomotive in the face and then gracefully ducking around the passing cylinders and flailing rods or swinging dramatically overhead. Wide angle, telephoto and everything in between are used to great advantage. It's quite simply top quality Hollywood production with hardware that railfan videographers don't generally have at their disposal.

One of my favorite segments is a montage of quotes from various people about the mentality of preserving, restoring and operating steam locomotives. In museum director Walter Gray's immortal words, "preserving an old locomotive or working on one is not a rational act." A crewman on 0-4-0T 151 notes that, "it cost about $2500 in cash out of pocket, $15,000 in donations of equipment and services, two marriages, one relationship and assorted fingers, knuckles and such." Mike Mangini of Project 2472 describes himself as, "the guy a hundred guys' wives hate." The UP's Steve Lee puts the cost of restoring the Challenger at "4000 man hours and three divorces." But it is all handled with appropriate humor and, most of all, respect. As Steve Lee describes steam people in the 1990s, "We're zoo keepers for dinosaurs."

The program itself is like a visit to Railfair, encountering the various locomotives, looking into the museum and experiencing the pagentry that went along with the public event. Hoyt Axton comes across like an old friend who introduces you to the experts in their respective fields. And he even performs a couple of musical numbers, including a rousing country/gospel "Thank you, Lord" with a montage of the entertainment acts that were presented during Railfair, including glimpses of photographers Dick Steinheimer and Shirley Burman.

Even highly technical and accurate descriptions of injectors and crown sheets are laced with a touch of humor, where the locomotives "reply" in sexy female voices to intimate descriptions of their inner workings. And the program wraps up with a look at the big engines in action backed up with a stirring blues version of "America the Beautiful" by Kristine Nichols that will make you want to show this tape to anyone who doesn't understand what this fascination with railroading is all about.

The California State Railroad Museum Foundation sponsored this production to have a program that they could sell for the next decade, and they certainly got their money's worth — J.B.

"Sacramento Steam Showcase," produced by Berkshire Productions, P.O. Box 575, Brunswick, OH 44212; 800/322-7650. VISA and MasterCard accepted, VHS or BETA, 90 minutes, $29.95 plus $2.75 shipping (Ohio res. 5.75% sales tax).

To celebrate its 10th Anniversary, the California State Railroad Museum in Sacramento held "Railfair '91" between May 4 and 14, 1991. It was a ten-day public celebration of railroading that attracted over 182,000 people and featured the largest number of live steam locomotives in one place since the end of the steam era. For the railfan, not only did the event bring together all of this equipment from North

"Together Again" was on the 1946 C&O Calendar. Peake, Chessie's mate, has returned from WWII service. This cover is used to represent the Desert Storm Troops just returned from another, more recent conflict.

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America and Great Britain, much of which arrived by truck, but it enabled four large Western-based locomotives to run to Sacramento with impressive trains in tow: Southern Pacific *Daylight* 4-8-4 4449, Union Pacific 4-8-4 844 and 4-6-6-4 3985 and newcomer SP 4-6-2 2472. Berkshire Productions has put together a well-produced "railfan" video documentary of Railfair '91 and the ferry moves surrounding it.

Berkshire arranged this program chronologically, and it begins on April 23, 1991, with the UP 844 and 3985 doubleheader and passenger train crossing the causeway along Utah's Great Salt Lake. The scenes of the doubleheader passing through Arnold Loop and Humbolt Canyon are dramatic, and this day's footage ends with UP DDA40X 6936, FT demonstrator 103 A-B set and tank train full of water passing through Chillcoot, California.

On April 27 the UP doubleheader awaits departure from Portola to pass through famous Feather River Canyon while SP 4-8-4 4449 is shown awaiting to depart Portland, Ore., for its departure the same day for Klamath Falls. Symbolic with the simultaneous ferry moves, Berkshire cleverly intermixed scenes of the UP train crossing Clio trestle, Keddie Wye and the bridge at Pulga with views of the 4449 and her matched train traversing the Cascades, climbing to the Summit (with diesel helpers) and an especially impressive view skirting Crescent Lake.

The following day's action follows the 4449 from Klamath Falls to Sacramento including a steamy eruption from the tunnel at Doris, the added diesels for braking while descending the Sacramento River Canyon plus the diesel-less views on impressive Salt Creek and Redding trestles.

After a detailed tour of displays and equipment within the Museum, Berkshire crews followed the inbound move of Sierra 4-6-0 No.3 lead by a Santa Fe diesel and trailed by a wooden Sierra caboose.

Next, we're at South San Francisco as SP 4-6-2 2472 starts its move to Railfair. The action here includes the Pacific-powered special passing the depot at Milbrae, crossing the massive bridge at Martinez and pacing footage near Fairfield where the off-beat exhaust is really apparent.

With the big locomotives now at Railfair, the tape examines and describes the visiting pieces of equipment and displays, including the musical "review" which used certain locomotives as actors. Each of the "supporting cast" locomotives is visited with most of them under operation.

The first outbound ferry move was the UP, and its doubleheader this time had to again run through Feather River Canyon, but upgrade in a pouring rain. Steam is most impressive in the bad weather, witness the view of the train crossing the nearly inaccessible concrete-arch bridge at North Fork, plus the high bridge a Clio. The weather cleared, and Berkshire followed the UP train all the way to Elko, Nevada, where the UP coverage ends.

Back at the Museum, there is good coverage of the 2472/4449 doubleheader to Oakland including a ground-shaking track speed runby, and the tape winds up with a scene along the Bay from above that looks like a 1950s *Coast Starlight* with a proper 4-6-2 helper.

While Berkshire did a good job of describ-

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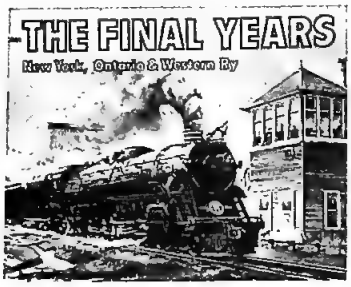

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ing the visiting equipment at Railfair '91 and capturing the "feel" of the event, the real strength of this program is the ferry move coverage. Three video crews were used here, and it really makes a difference, especially in the crowded Feather River Canyon and during the relatively short, fast runs of the 2472. I was out there and didn't get one-third the ferry move images that are in this program. The views are varied with pacing footage of all the ferry move locomotives and several scenic vistas. The program is well edited and moderately paced. Berkshire uses network-quality cameras and editing equipment, and this 90-minute program ranks as one of their all-time best efforts — M.D.

"Steam Rotary," produced by Greg Scholl Video Productions, P.O. Box 123-R, Batavia, OH 45103; 513/732-0660. VISA or MasterCard accepted, VHS or BETA. 90 minutes, $39.95 plus $3.00 shipping (Ohio res. add 6% sales tax).

Ah, snow. The photographer's dream; the operating man's curse. Whether in Canada with high speed wedge plows ("Snowplow with CN F7s" and "Plow Extras" from Greg Scholl, 1988), or almost two miles high with a 1923 hand-fired narrow gauge rotary, Greg Scholl provides an entertaining, complete and educational look at the unique railroad practices of snow removal. This new release covers the May 4 and 5, 1991, clearing of the Cumbres & Toltec Scenic Railroad's narrow gauge line over the treacherous and legendary Cumbres Pass, removing the snowdrifts between Cresco tank to Los Piños so track maintenance could begin prior to opening day. Removing drifted snow is a labor, equipment and communications intensive work effort. All railfans should witness this sort of operation either live or via a quality tape such as this so they gain an appreciation for this aspect of our avocation's history.

The tape starts with seven minutes of locomotive and equipment preparation in the Chama yard during the days prior to the main event, including a shakedown run with a few cars out to Lobato without the rotary. Tasteful narration covers a few details about the line, locomotives and the rotary. On May 4 rotary OY, K36 2-8-2s 487 and 488, two bunk cars and a caboose leave Chama to assault Cumbres. Through a series of long, lingering scenes you see the team tackle one area of snow after another. I appreciated the long sequences for the opportunity to get totally immersed in the operation — the varied rotary techniques, the distinct and separate whistle signals and exhausts, the scenery, the role of each crewman and machine, the mood and the inhospitability of a spring snowstorm that reduced visibility almost to zero. Favorite scenes include watching multiple attempts at the twelve-foot snowpack on Windy Point and all boilers flat out just beyond Coxo and again approaching the water plug at Cumbres. As an intermission, of sorts, you are taken back to Chama for a tour of the OY by C&TS chief mechanical officer John Bush and a description of what each crewman does. Back at Cumbres we see the wye cleared (a pity the snowsheds burned down) and the rotary starting towards Tanglefoot Curve.

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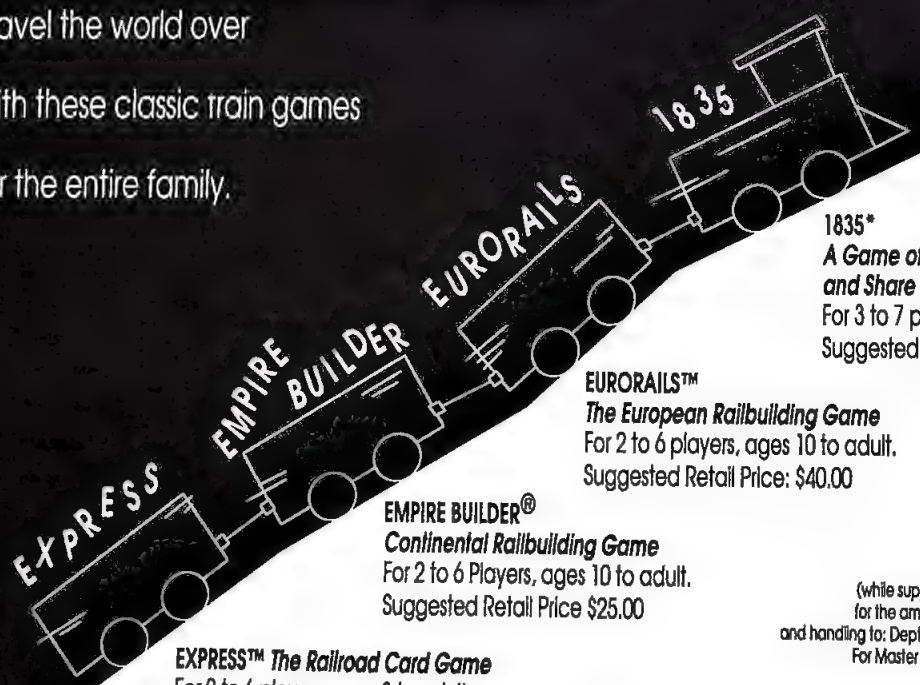

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On May 5, there are a few sequences of the 488 and the special passenger mixed, sponsored by the Friends of the C&TS, heading towards Cumbres where the 487 and OY apparently spent the night. The final 15 minutes of the tape shows the rotary and 487 clearing Tanglefoot Curve and the line to Los Piños tank, followed by the mixed for some two-train sequences. The sun is out, and there are numerous good runpast angles and lighting. The story ends as the OY is seen across the Los Piños valley heading for Osier encountering the remaining patchy snow all the way to Toltec tunnel.

In all, two cameras were used; both were line side on Saturday, and one was on board the mixed on Sunday. Camera work, sound and editing are quite good. There is some wind noise (at Windy Point, of course) and a slight visual difference between the two cameras used, but this is all of minor consequence. In addition to vista views there are closeup runbys and good "going away" sequences. The edited scene changes are done with "dissolves" rather than "straight cuts." Tasteful, informative and low-key narration is minimal — the C&TS does the talking. Graphics and titles are infrequent yet tasteful. There are no maps in the tape, but a C&TS flier is enclosed. Some might argue that a few sequences are too long or unnecessary, but this is a matter of taste. In my opinion, the subject and scenery deserve the lingering looks that they get.

From the opening sequence to the last, the roar of three exhausts and the flinging of snow in the Rockies provides a visual and auditory feast for the viewer. Adjusting your television to produce a black & white image will further enhance the time warp. Why, you can almost hear Otto Perry whispering in your ear that the *San Juan* will follow once the rotary is off the main. As you watch this in September and October, think of the wooden rotary and iron men that made the narrow gauge in winter an engineering and operating marvel of its day. Consider adding this comprehensive and educational 90-minute tape to your library — TOM KELCEC.

"Pennsylvania Glory, Volume 3," produced by Herron Rail Services, 2016 N. Village Avenue, Tampa, FL 33612, VISA or MasterCard accepted, VHS or BETA, 57 minutes, $49.95 plus $3.00 shipping per order.

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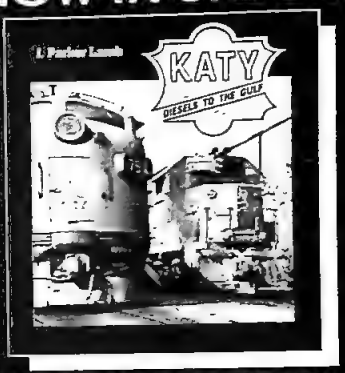

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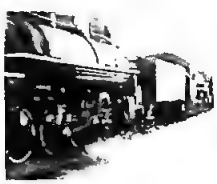

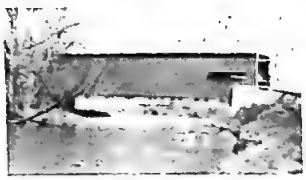
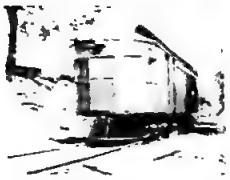

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finest vintage film programs on the railfan market.

Even not being a Pennsy fan, I found this program to be truly exceptional. Featuring primarily the footage of John M. Prophet, then a clerk in a Buffalo area station master's office, ". . . Volume 3" offers a rare color look at the 1930s, plus the 1940s and '50s, with some black & white footage dating to the 1920s. Some of the locations, too, are also exotic among available PRR vintage film.

The program is arranged primarily chronologically with an occasional related (subjectwise) sequence out of order. The show opens with color and black & white footage from the mid-to-late 1930s near Ebenezer, N.Y.; Oil City, Pa., and Arcade, N.Y., followed by a stop at the 1939 World's Fair in New York City with the PRR S1 6-4-4-6 on rollers.

A sequence at Elizabeth, N.J., where PRR trains are shown crossing above Central of New Jersey trackage, includes a CNJ camelback 4-6-0 on a commuter train, plus a CNJ *Blue Comet* 4-6-2, a B&O *Royal Blue* Pacific and the streamlined Reading *Crusader*, which all rode on CNJ rails via trackage rights. All this as PRR trains pass overhead.

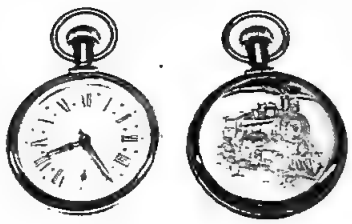
Other locations shown include the "track pans" around Latrobe, Pa., with PRR trains scooping water "on the fly," some northern Indiana footage of PRR trains at speed en route to or from Chicago; Tyrone, Northumberland, Johnstown and York, Pa.; Baltimore, Md.; highlights of a 1946 trip from Philadelphia to points west of Altoona, and footage of Chicago itself. One sequence near Chicago taken from the hind end of the *Broadway Limited* paces a New York Central 4-8-4 with the *20th Century Limited* on NYC's neighboring main line.

The Horseshoe Curve sequence is quite impressive. Several up- and down-bound trains, freights with helpers, double and triple-headers, and one particular sequence features a J1 2-10-4 carefully descending with a freight suddenly overtaken by a T1 4-4-4-4.

The best of Pennsy motive power is shown including lots of K4 4-6-2s, M1 4-8-2s, I1 2-10-0s and L1 2-8-2s, plus color film rarities like the Q2 4-4-6-4s and T1 4-4-4-4s as well as black & white footage of a streamlined K4. The diesels are a minority but certainly interesting player here, including the EMD E7s that quietly killed PRR steam, plus Baldwin's famous Sharks and Centipedes. Freight car fans will enjoy the color views of PRR's "fishbelly" and four-bay coal hoppers — and a rare color view of a white Lackawanna wooden reefer caught my eye.

The program is very well put together and flows nicely. I "popped" the tape into the VCR to see what it looked like and was two-thirds through it before I realized it. The narration is quite informative and not overdone, and the synchronized sound is actually PRR audio recorded by John Prophet. The synchronization is nearly perfect. A handy system map is printed in the back of the cover, and it is easily viewed through the clear library case; neat idea. The sequences are well shot with tripod-mounted cameras, and, to me, that 1937 color look at the steam era is priceless.

After viewing Volumes 1 and 2 of PRR Glory series, I felt that they were just about the finest vintage film tribute to any railroad. This program certainly follows in that tradition — M.D.



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Andrew S. Nelson

The author of this month's update on the Green Bay & Western was born on November 27, 1963, in Boscobel, Wisconsin, and according to his parents, "was drawn to trains at an early age." During his first year the Nelsons lived in St. Francis, Wis., on the south side of Milwaukee, in a house next to the Chicago & North Western's Chicago-Milwaukee main line. His parents claim that every time a train rolled by, baby Andrew would crawl to the window to watch.

From 1964 to 1967 the family lived in Platteville, Wis., where Dad started taking Andrew to East Dubuque, Ill., to watch what was left of the CB&Q passenger service — the first train-watching Andrew can remember himself. In 1967 they moved to Wausau,

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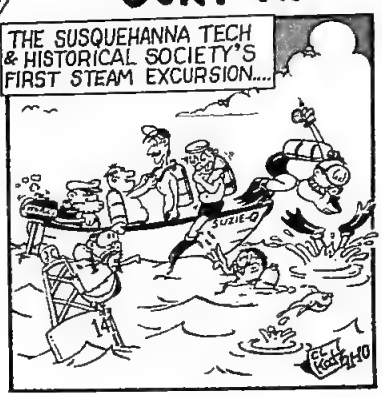

Wis., home of the Milwaukee Road depot made famous by the Wausau Insurance advertisements. From that depot in 1968 the five-year-old boarded the *North Woods Hiawatha* with his dad and got his first train ride (to New Lisbon and back). For the next decade Wausau was a great place to watch trains, as the Milwaukee was running F-units and Alcos (where Andrew got bit *hard* by the Alco bug), and the nearby Chicago & North Western was running Fairbanks-Morse switchers and Junior Train Masters. As Andrew notes, however, "things were never the same around Wausau after the retirements of the Alcos and FMs."

As he puts it, "I've always had a predilection for underdog railroads, which explains my fondness for not only the GB&W but the Milwaukee Road, as well. I am lucky to have lived within 50 miles of the GB&W most of my life, because I think that kind of proximity to an all-Alco railroad can only be dreamed of by most railfans in this age."

Andrew graduated from high school in 1982 and then went to the University of Wisconsin – Eau Claire, where he graduated in 1986 with a BA in English. He then attended UofW – Stevens Point in 1986-'87 before starting to teach high school English in Park Falls, Wis., in 1987.

Andrew joined the Mid-Continent Railway Museum at North Freedom, Wis., in 1990 and is presently a "trainman in training." Working train service there gives him the opportunity to wear one of his most prized possessions, a genuine Milwaukee Road passenger trainman's uniform.

Tt "Feature Attractions" column in the September '91 CAMERA BAG was Andrew's inspiration to inquire about doing the GB&W update. Judging by the quality of the article and photography and his quick response, you should be seeing more of Andrew Nelson's byline in the future.

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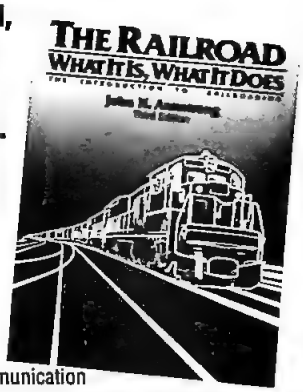

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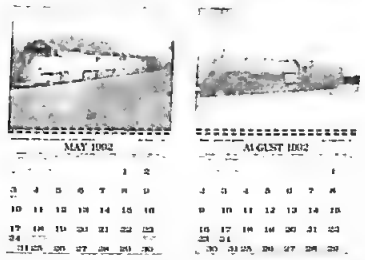

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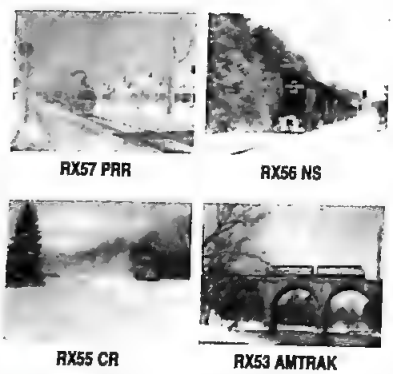

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Transit Currents

Metrorail's Van

It was 100°, but there were still speeches and balloons to keep the crowd entertained. The occasion on Saturday, June 15, 1991, was the opening of Washington Metrorail's Blue Line extension to the Van Dorn Street Metro station. Reporter Marion J. Zych was there to witness the event, to pick up some balloons and other souvenirs, and to photograph the occasion.

The expansion of the Blue Line to Van Dorn Street adds 3.88 miles to the Metrorail system and adds the 67th Metro station to the rapid transit system. For almost all the years of its operation, the Blue Line ran from Addison Road on the east through downtown Washington and terminated at National Airport. It now moves further south in northern Virginia along the line once served exclusively by the Yellow Line service to Huntington. The Blue Line now serves Braddock Road and King Street, as well as Van Dorn Street. With the opening of the Van Dorn Street station, Metro bus service began on Sunday, June 23. Dash buses began to serve the station on June 15, and the Fairfax Connector buses began service on June 17. There are only 365 all-day parking spaces at the new station, much fewer than at most Metrorail terminal stations. That's because it isn't intended to be a terminal station. The Blue Line is to be extended to Franconia-Springfield, but that station is not to open until 1997 and should be provided with large parking facilities.

To encourage people to try out the new Blue Line service on opening day, one-way tickets were handed out at the dedication ceremonies at Van Dorn Street. They were good to any rapid transit station on Metrorail or could be used for a round trip from Van Dorn anywhere on the system and back again to Van Dorn as long as the riders did not leave the paid area of the system.

Headways on the new Blue Line service will be twelve minutes, and it will take 30 minutes to get to Metro Center in the heart of downtown Washington from the Van Dorn station. This is the second new section of rapid transit line to open on the Metro system this year. In May, the very first part of the Green Line service was opened from Gallery Place to U Street-Cardozo. Later this year the Green Line will be extended south and east to the Anacostia station near Interstate 295 and Howard Road. Thanks again to Marion J. Zych for the news.

Toronto Harbourfront Expansion

Early May 1991 saw the Toronto Metro Council approve the plans of the Toronto Transit Commission to extend the Harbourfront light rapid transit line to Etobicoke on the west. The planned line would operate 5.2 miles running west from Spadina Avenue, and there would be 13 stops to Park Lawn Road. The new line would be built on a slightly elevated rail right-of-way to keep automobiles off the tracks. The extension would join with the soon-to-be-constructed Spadina Avenue light rail line and the existing Harbourfront line from Spadina Avenue to Union Station. The project would take about seven years and would cost about $24 million.

With an expenditure of about $800,000 to give traffic signal priority to streetcars, a new method of speeding up TTC Queen Street streetcar service is about to go into service. The signal preemption, actuated by the trolleys, has been tested on a portion of Queen Street West during the early part of 1991. Underground sensors detect the streetcars and shift the traffic lights in favor of the trolleys. There would be 38 intersections affected along Queen Street between Neville Park Boulevard on the east end of town and Roncesvalles Avenue on the west. The signal preemption could help speed up service as well as avoid the bunching of cars that now takes place. Metro Council has to give its blessings.

Environmental impact statements and other red tape are holding up the construction of the Spadina light rail line and the Spadina subway extension as well as such major expansions of rail service as the Spadina loop and the Sheppard Avenue subway between the Yonge Street line and Scarborough Town Centre. Many thanks to John Barrett and to George O'Neill for their kindness in sending the information.

St. Louis Metro Link

As most readers know, the St. Louis Metro Link light rail line will be built almost entirely on existing rail rights-of-way, including a tunnel through the heart of downtown St. Louis. Despite the fact that using these existing rights-of-way will reduce disturbance to the neighborhood to a minimum, stations still have to built in downtown, and that means opening up the streets.

On June 9, 1991, the intersections of 6th & Washington and 8th & Pine streets were closed. This construction phase will last until Labor Day 1992. The stadium station at 8th & Spruce will cause very limited disruption, and the construction activity there is ex-

PLEASE SEND traction news items and any correspondence directly to Prof. George Smerk, Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

BY GEORGE M. SMERK

Dorn Station Opens

pected to last only about six months. The Bi-State Development Agency, transit operator in St. Louis and developer of the light rail system, has been working with downtown businesses and property owners to minimize the disruption. Involved have been Downtown St. Louis, Inc.; the City of St. Louis Department of Streets & Traffic; the St. Louis Police Department and the Treasurer's office.

The Washington Avenue-8th Street tunnel was opened in July 1874 and was constructed in conjunction with the Eads Bridge across the Mississippi. The St. Louis Tunnel Railroad Company built the tunnel, using the cut-and-cover method. The tunnel is about 4400 feet long and starts at the west approach to the Eads Bridge and runs westerly under Washington Avenue with a slight turn to the north. After running straight for about 800 feet it makes a turn of approximately 90° to the south and runs under 8th Street to its end to the south and west of Busch Stadium at Spruce Street. The tunnel was originally constructed to handle freight and passenger trains crossing the Eads Bridge to the Union Station located at 12th & Poplar streets.

The tunnel is a real bargain for Bi-State. In 1874, $1,250,000 was spent on it. If the St. Louis downtown tunnel were to be built today, it would cost at least $60 million to $70 million and would take several years to construct, as well as causing much disruption in downtown St. Louis. For more information, contact Denise Carolan Zerillo, Director of Public Affairs, Bi-State Development Agency, 707 N. First Street, St. Louis, MO 63102-2595; 314/982-1440.

Light Rail Conference

A national conference on light rail transit, sponsored by the Transportation Research Board, will be held in Calgary, Alberta, Canada, during May 24-27, 1992. It will include twelve technical sessions that will cover most aspects of light rail transit planning, design, construction, operations and maintenance. Sessions will also examine creative financing, rehabilitation of existing systems, lessons learned from vintage streetcar operations, station design and operation, surface operations and innovative approaches to LRT. Papers on rolling stock and equipment and an international session reporting on LRT developments worldwide will be part of the program.

For more information contact W. Campbell Graeub, Transportation Research Board, 2101 Constitution Avenue NW, Washington,

MARION J. ZYCH

ARCHED SHEDS and a spacious tile platform welcomed Blue Line trains to Washington Metro's new Van Dorn Street Station in Alexandria, Virginia, on opening day on June 15, 1991.

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Fort Smith Trolley Museum

May 19, 1991, saw the opening of the Fort Smith Trolley Museum and the public dedication of Fort Smith Light & Traction car 224. The startup was the culmination of twelve years of dedicated work and financial contributions by hundreds of volunteers, industries and interested individuals. It has been more than 57 years since an electric streetcar ran on the streets of Fort Smith, Arkansas, and car 224 operated in that city until the end of rail service in 1933.

For more information contact the Fort Smith Trolley Museum, 2121 Wolfe Lane, Fort Smith, AR 72901. Thanks to Michael H. Side for the information.

Flashes

Wilson B. Lemberger sends news from Iowa concerning the enthusiasm in **KEOKUK** about the electric cars that will soon be operating there. They are expected to be a major tourist attraction. With the view from crossing the Keokuk Municipal Railroad Bridge and a second crossing on the 4800-foot-long hydroelectric dam owned by the Union Electric Company, passengers will be treated to a great view of the Mississippi River. The first car, the former Philadelphia & Western "Strafford" 161, was to be used by Union Electric starting in June 1991.

From **PHILADELPHIA** comes news that officials in Bucks County are pushing the res-

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toration of rail service on the 15-mile line from Fox Chase in Philadelphia to Newtown in Bucks County. In the past, the line was operated by a rail diesel car from Newtown to Fox Chase where passengers had to change to an electric train. The Bucks County people want electrification of the line all the way to Newtown. The project would cost about $20 million, but promoters of the through electric service expect it to generate a substantial ridership. Thanks to Rose Price for the news.

The several **NEWARK AIRPORT** terminals will be linked by automated driverless trains cruising at about 25 m.p.h. on a dual guideway. This is the automated peoplemover that will link the Newark airport's various terminal buildings and its long-term parking lots. The automated peoplemover system is the first step in the major redevelopment program at the Newark Airport. There will be twelve six-car trains operating on a 100-second headway during peak periods.

Railfanning is:

Driving through the middle of West Virginia on the way to the NRHS convention and pulling into the Exxon gas station in Clarksburg at 1:00 a.m. to discover railfans Steve and Bruce Barry, also en route to Huntington, alongside the same gas pump.

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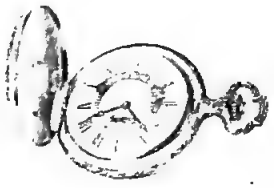

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SANTA FE 4-8-4 3751 On August 13, 1991, Sante Fe 4-8-4 3751 ran for first time under its own power since it was retired in 1953. This was the result of a ten-year effort by the San Bernardino Railroad Historical Society. Proud of their accomplishment, the SBRHS put the 4-8-4 on public display between August 15 and 18 and moved it back and forth on a short stretch of track at the Fontana steel mill site with the group's stainless steel former-SAL combine and former-Santa Fe observation car 34 in tow. The 4-8-4 performed well on these initial runs and, while it didn't exceed 10 m.p.h., no problems were found. Roughly 3000 people were in attendance over the three days, and the locomotive made quite an impression. The 3751 is complete now except for some cosmetic items.

While nothing is firm at press time, SBRHS is working with the Sante Fe and "actively planning a date" to run its *California Limited* excursion to Richmond, Cal., on San Francisco Bay, which would traverse both Cajon Pass and Tehachapi Loop. Pending a successful break-in run, the SBRHS is hoping to run the trip before the end of 1990. For updated information, the SBRHS maintains a taped telephone message: 800/321-3751.

A NEW DEMONSTRATOR SCHEME EMD's Styling Section at La Grange, Ill., has come up with a new burgudy and silver paint scheme for its next demonstrators, the SD60MACs featuring a.c. traction motors. The reason for the new scheme is simple: Burlington Northern has agreed to allow "heavy haul" testing of the prototype SD60MACs, and EMD wants these units to appear different than the fleet of Oakway SD60s currently on BN wearing a variation of EMD's former blue and white colors. Originally designed during the FT 103 50th Anniversary Celebration in 1989, the new scheme features the art-deco nose herald from the FT and maroon of the SD7 and F-unit era.

NEW ON BN As the nation's second biggest consumer of fuel oil (after the U.S. Navy), Burlington Northern has taken special interest in the pursuit of alternative energy sources, prompted further by the Middle East conflict and stricter laws against harmful emissions. In May 1991, Coast Engine & Equipment Company in Tacoma, Washington, released BN SD40-2 7890 (page 90) after converting it to run on refrigerated liquid methane (natural gas). BN had performed limited natural gas testing with a GP9 in 1982, but the 7890 and three other units to be similarly converted will be the first to test in regular main line service when they begin hauling coal trains this fall or winter. A special fueling station will service the methane units at Staples, Minnesota.

CEECO's work on the 7890 included modification of the power assemblies, design of new piston rings and installation of an onboard microprocessor and larger capacity cooling system. The oversize cooling system required the use of flaired SD45-style radiator housings. The methane units are actually dual-fueled, as their prime movers will start up on diesel fuel and then switch over to refrigerated methane once the cylinders warm up. At least one methane fuel tender, BNGT 100, has been built to accompany the units while on the road.

When BN 7890 emerged from CEECO, it also featured an exaggerated version of the "paleface" paint scheme with white covering the entire nose and cab and white trim down the frame and between the black roof and green sides. It's reported that 7890 may be slightly altered to match a new BN scheme that's being applied to units shopped at Morrison-Knudsen and Livingston Rebuild Center. The scheme combines the standard paleface cab front and white BN nose logo with white anticlimber and frame stripes and a thin white stripe along the bottom of the black roof coat (page 90). As of August there were several units wearing the new white stripes.

MOHAWK, ADIRONDAK & NORTHERN The Utica, N.Y., area is rapidly becoming a hotbed of short line activity. In recent months Genesee Valley Transportation began operations of four separate branch lines north of Utica totalling roughly 110 miles. The bulk of the trackage is former-New York Central in the form of three segments: Carthage south to Lowville, twelve miles; Carthage northeast to Newton Falls, 45 miles; plus a 46-mile segment from Utica north of Lyons Falls, which hasn't officially been transferred yet due to contractual desputes with the previous owners which should be worked out shortly. The lines out of Carthage are being operated as the Mohawk, Adirondack & Northern. The fourth line is the ten-mile Lowville & Beaver River short line between Lowville & Groghan. GVT is maintaining the L&BR identity and will operate the line for the most part as needed with both of L&BR's original 44-tonners from 1947 and 1950 (and, yes, GVT is aware of L&BR 2-8-0 1923 at Steamtown).

The real surprise in all of this is the motive power for the MA&N: three former-Erie Lackawanna C425s purchased from BC Rail with an option for three more. Based in Carthage, roughly 65 miles north of Utica, the units on the property are BCR 804, 805 and 806, nee-EL 2554, 2555 and 2556 respectively. Still in BCR paint, the units have been lettered for the MA&N with 804 and 805 seeing most of the service and 806, kept in Lowville, acting as back-up. At press time the "Carthage" lines were being operated on Tuesdays and Fridays with extra trips as needed.

Autumn steam excursions are being planned on the L&BR using a privately owned two-truck Shay, former Oklahoma Portland Cement No.2 from the Eureka Springs & North Arkansas tourist line whose restoration is nearing completion at Rome Locomotive Works.

CHICAGO MOVIE DROPPED Paramount Pictures feature film "Night Ride Down," which was to be filmed this fall in the Chicago area with five main line steam locomotives, has been canceled. Discussions with the various groups leasing equipment for the film basically all concluded that a new director made some script changes that didn't agree with the headline actor, Harrison Ford, who left the project. The result was Paramount dropping the film with no mention of rescheduling it. The locomotives contracted for the movie were Reading 4-8-4 2100, Jack Showalter's CPR 4-6-2s 1238 and 1286, Indianapolis' NKP 2-8-2 587 and Fort Wayne's NKP 2-8-4 765. Additionally, considerable rolling stock was being lined up by the Illinois Railway Museum, Indiana Railroad Museum and numerous others.

BN PASSENGER ACTION Since the "risk managers" and skyrocketing insurance requirements have all but eliminated special passenger movements on Burlington Northern, it often takes an official company move to bring some non-Amtrak varnish out on the road. On July 10, 1991, BN's colorful A-B F9s BN-1 and BN-2 powered business cars *Jefferson Pass, Stampede Pass, Como, Lake Superior* and *Glacier View* on a special train from Whitefish, Montana, east to the summit of Marias Pass for the rededication of the two historical monuments at Summit. One, the Flathead National Forest Monument, commemorates Theodore Roosevelt for his leadership in the conservation of the area's national forests. The other more widely known monument is the bronze statue of John F. Stevens which BN predecessor Great Northern had erected alongside its main line at the summit of the pass in 1925 to honor Stevens, who had surveyed the strategic crossing of the Rocky Mountains. In recent years the statue stood in the median of U.S. Highway 2 at Summit, between the divided east- and westbound lanes. Absent for the last couple of years while undergoing a restoration, the Stevens statue now stands on the south side of the highway. Montana Governor Stan Stephens, railroad officials and dignitaries from the Forest Service and local municipalities rode the special, which was turned on the seldom-used balloon track just west of Summit prior to the return run west to Whitefish.

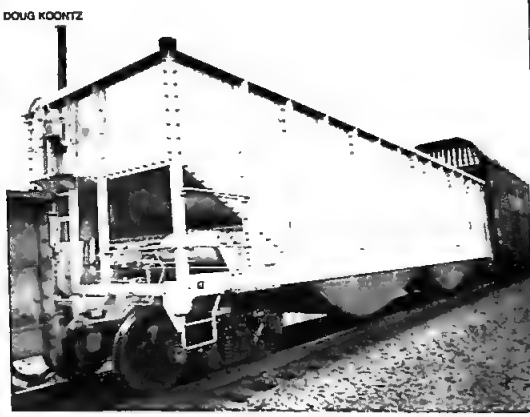
On July 13, BN operated another special, this time for attendees at the Northern Pacific Railway Historical Association annual convention in North Dakota. A pair of BN Geeps (including GP10 1408, one of 18 such units on the roster) powered the round trip from Jamestown east to Casselton on BN's ex-NP main line. Insurance problems canceled a planned ride on Red River Valley & Western trackage. The train included privately-owned ex-SP business car *Tucson* and three ex-BN cars from Duluth, Minnesota.

AMTRAK'S *SILVER METEOR* On July 31, 13 passengers were killed and many more injured when the rear six cars of Amtrak's *Silver Meteor* derailed in Lugoff, South Carolina. Most of the deaths and injuries occurred when two of the cars struck and were ripped open by empty hoppers on an adjacent siding. Host railroad CSX and federal authorities quickly focused their investigation on a turnout that was believed to have shifted into an open position as the train passed over it.

KYLE BRENN

WILLIAM S. MIOTEK

BN PASSENGER ACTION this summer saw F9s BN-1 and BN-2 westbound on Montana's Marias Pass (left) on July 10 and Geeps hauling fans over the giant trestle at Valley City, North Dakota, (above) on July 13.


DOUG KOONTZ

ALUMINATOR GONDOLAS like car 10000 at Danville, Virginia, on July 25 are being built for Norfolk Southern's coal service.

ALUMINATOR GONDOLAS During summer 1991, Norfolk Southern began taking delivery of the first of its 257-car order of "Aluminator" coal gondolas from Trinity Industries' Rail Car Division. This order represents the first production run of the new high-capacity aluminum cars designed by Trinity. Unlike true "bathtub" gondolas, the Aluminators look like conventional coal hoppers except that the bottom dump doors have been replaced by a pair of beneath-the-frame curved floor bays which increase the capacity of the car. A broadside view suggests that an appropriate name for these cars would be "Dolly Partons." NS will use the 3950-cubic-foot capacity cars to move Appalachian coal to utilities in the East. The first car of the order, Number 10000, moved north to Roanoke on July 25, with its clean aluminum finish and white NS lettering awaiting its first encounter with the blackening properties of coal dust — DOUG KOONTZ.

SANTA FE's TRAFFIC BOOM August 15, 1991, was the biggest single day ever for carloadings on the Santa Fe Railway. Public Relations Manager Mike Martin says that nearly 8500 cars were loaded on line or received through interchange that day. The record figure was merely the high point of a trend Martin says Santa Fe has experienced through much of the year, a trend driven by increased handling of intermodal, boxcar and military loads, as well as specialized traffic like pipe which has been shipped from Fontana, California, east to a pipeline project in Arizona and New Mexico and Santa Fe's shipping of the *entire* central California cotton crop (1316 trailers' worth). Carloadings should increase through the end of the year as pre-Christmas shipments pick up.

To meet its booming business, Santa Fe has leased power from both EMD and GE. The 14 EMD units include SD60 6301 (ex-BN 8301) and 13 SD40-2s numbered 6000-6012. The 15 GE units include five C30-7s and ten B36-7s. Ironically, the B36-7s had been turned in to GE by Santa Fe prior to delivery of the Super Fleet Dash 8-40BWs, and they still wear Santa Fe paint.

BOB RICHARDSON RETIRES On August 1, 1991, Bob Richardson officially retired at age 81 from the Colorado Railroad Museum in Golden, which he established in 1958. Bob's plans are to move back to western Pennsylvania near his family. Bob will let make his whereabouts known "when he gets there."

Bob Richardson is a legend in Colorado narrow gauge history, and he is single-handedly responsible for preserving much of it. A description of his accomplishments would fill this magazine, but he is best known for saving tons of Rio Grande Southern paperwork when that railroad was abandoned in 1951. Not a man of extreme wealth and resources, he personally purchased RGS 2-8-0 346 at that time and acquired several pieces of RGS rolling stock to preserve it. A wealth of narrow gauge knowledge and experiences and a master storyteller, Richardson refers to himself as a "mobile exhibit." Richardson's life work was recognized in 1989 when he was awarded the

Railway & Locomotive Historical Society's Senior Achievement Award.

The Colorado Railroad Museum in Golden will fully continue operating. Chuck Albi, associate director under Richardson, is the new executive director.

TWIN CITIES & WESTERN On July 27, 1991, the Twin Cities & Western began operations on 218 miles of mostly former Milwaukee Road track acquired from the Soo Line. The new short line runs from Hopkins (a western Minneapolis suburb) west on the old Milwaukee Road main line 145 miles to Appleton, Minnesota, where it then continues on 32 miles of trackage rights over a portion of the Milwaukee Road main still owned by the Soo and used by the BN to reach Milbank, South Dakota. At Milbank, the TC&W connects with the Sisseton Milbank Railroad. TC&W also has trackage rights east from Hopkins to St. Paul, where it interchanges with Soo Line and Minnesota Commercial (formerly Minnesota Transfer). Minnesota Commercial then handles TC&W interchange with Wisconsin Central, C&NW and BN. Other TC&W trackage rights are from St. Louis Park (just east of Hopkins) north up the old MN&S, then onto the Soo main line to reach the Mississippi River barge terminal at Camden Place in north Minneapolis.

The first TC&W run was from St. Paul to Glencoe in the pouring rain of Saturday July 27 using five of the road's seven GP10s. Five of the units are ex-IC and two ex-BN, and all are painted in colorful new TC&W paint (page 84). The TC&W is managed by the same group of Minneapolis businessmen who own the nearby Red River Valley & Western — STEVE GLISCHINSKI.

LIRR's NEW LIVERY July 24 saw the debut of the Long Island Rail Road's new paint scheme on "powerpack" FA2 605 (formerly L&N 310) at the Morris Park Locomotive Shop (page 84). The paint scheme was designed in-house and applied by LIRR employees. The 605 received a new Cummins engine and HEP package just prior to repainting. (About ten years ago, its original Alco 244 engine and generator had been replaced by a Detroit/Peneske system.) By August, at least three LIRR GP38-2s were being painted in the new scheme (July '91 R&R, page 2), and white block lettering to spell out LONG ISLAND on the units had been ordered but not yet applied — MARK P. SULLIVAN.

A.C. TRACTION FL9s After considerable delay, the first of ten FL9s being rebuilt for Northeastern commuter service on Metro-North and the Long Island Rail Road emerged from Republic Locomotive Works in Greenville, South Carolina, and was being readied for work on Metro-North in early August (page 84). FL9 2040 (previously 2009, originally New Haven 2034) and the four units to follow will act as prototypes, with two running on Metro-North and three on LIRR. After testing of these five FL9s, the remanufacturing (being done at Republic under contract to ASEA-Brown Boveri) will begin on the remaining five. The units will be numbered in the 2040-series on Metro-North and in the 300-series on LIRR. What's most unique about these units are their four a.c. traction motors, housed in a two-axle lead truck and three-axle A1A rear truck. The rear truck has a pickup shoe for operation on electrified third rail, and for operation in non-electrified territory there's a 3200-h.p. twelve-cylinder EMD 710 diesel prime mover. The reworked carbody includes smooth-sided metal sheeting on the sides and a five-chime air horn, twin-lens headlight and number board boxes up front. With horsepower nearly doubled by the use of a.c. traction motors, just one of the rebuilt FL9s should be able to handle trains which would normally get two units.

BURLINGTON NORTHERN RUNAWAY On August 19, an 87-car runaway on Burlington Northern caused $7 million in damage on the ex-NP main line southwest of Spokane, Washington. The westbound train had departed Spokane without an End-Of-Train device (allowable during daylight in some states) because none were available. As the 8000-ton freight descended the 1% grade of Sprague Hill, the crew soon discovered the air brakes were not functioning properly, and despite the use of the dynamic brakes of three locomotives, speed was exceeding 75 m.p.h. At 12:31 p.m., the engines and 74 of the 87 cars derailed on a curve at the east switch of Sprague siding after safely clearing the town of Sprague proper. Only one of the crew members was injured enough to require hospitalization. Preliminary blame for the wreck was being placed on a transient who was riding one of the cars and may have tampered with the air brake system.

SALT CITY ENERGY VENTURES The site formerly occupied by the Allied Chemical manufacturing plant in Solvay, New York, (four miles west of Syracuse on Conrail) is now home to the Salt City Energy Ventures coal-fired generating plant. Allied Chemical closed in 1986, but its two Alco S6 switchers were left behind and have been serviced and repainted for use by SCEV (page 4). S6s 1 and 2, of respective Southern Pacific and South Buffalo heritage, have been seen switching coal cars at Solvay periodically during the summer as tests were performed with the power plant. SCEV was expected to begin full operation by September, with Conrail delivering one to two coal trains per week.

THE SUPER DOMES When Princess Tours spent some $2 million to refurbish four ex-Milwaukee Road Super Domes for its *California Sun Express* luxury rail cruise service along the Pacific coast, it guaranteed the company would have a long way to go before breaking even. Unfortunately, the tourist market proved too light to sustain the pricey operation; just four months after its April 1990 launch, the CSE was sunk. Three of the four domes were quickly snatched up by Amtrak for use in Auto Train service between Lorton, Virginia, and Sanford, Florida. As early as June 1991, the first of the domes was seen on the Auto Train in full Amtrak paint (page 4). With space in Auto Train's conventional domes limited, the new Super Domes should be well received by the train's sunshine-bound patrons.

STRASBURG 4-8-0 475 During mid-July 1991, the Strasburg Rail Road took delivery of their latest acquisition: former-Norfolk & Western Class M 4-8-0 475 from the Boone & Scenic Valley tourist railroad in Boone, Iowa. The locomotive was shipped to the Strasburg on three flatcars, and it was unloaded in just a few hours on July 31, 1991. The very capable Strasburg shop forces are working on the 4-8-0, and the present "target date" for operation of 475 is May of 1992. Built by Baldwin in 1906, the 475 had operated on N&W's famed Christiansburg-to-Blacksburg "Huckleberry" branch. The only other surviving Class M is the 433 on display at Abingdon, Va., on the now-abandoned Abingdon branch of O. Winston Link fame.

ARC CLASS 59/1 EMD wowed the British in 1986 when its 3300-h.p. six-axle Class 59s began hauling stone trains from the Foster Yeoman quarry at Merehead, out-performing the Class 56s built by England's own Brush Electrical Machines, Ltd. Five years later, EMD is still wowing 'em, this time with four similar Class 59/1s built for the Amalgamated Roadstone Corporation's quarry located about six miles from Foster Yeoman at Whatley, England. After assembly at GMDD in Canada, the units (numbered 59101-59104) arrived Newport, Wales, in October 1990 (page 84). During early November, ARC's Class 59/1s were road tested at high speed with empty passenger cars and with stone "bogie hoppers" before entering revenue service on ARC stone trains from the quarry at Whatley to customers throughout the south of England.

Meanwhile, the British-built 3100-h.p. Class 60 diesels which beat out the EMD 59s as BR's "next generation" of high-horsepower freight locomotives (January '90 R&R, page 89) are settling down after initial teething problems and are being put into regular service. About three dozen of the 100 units are now in service.

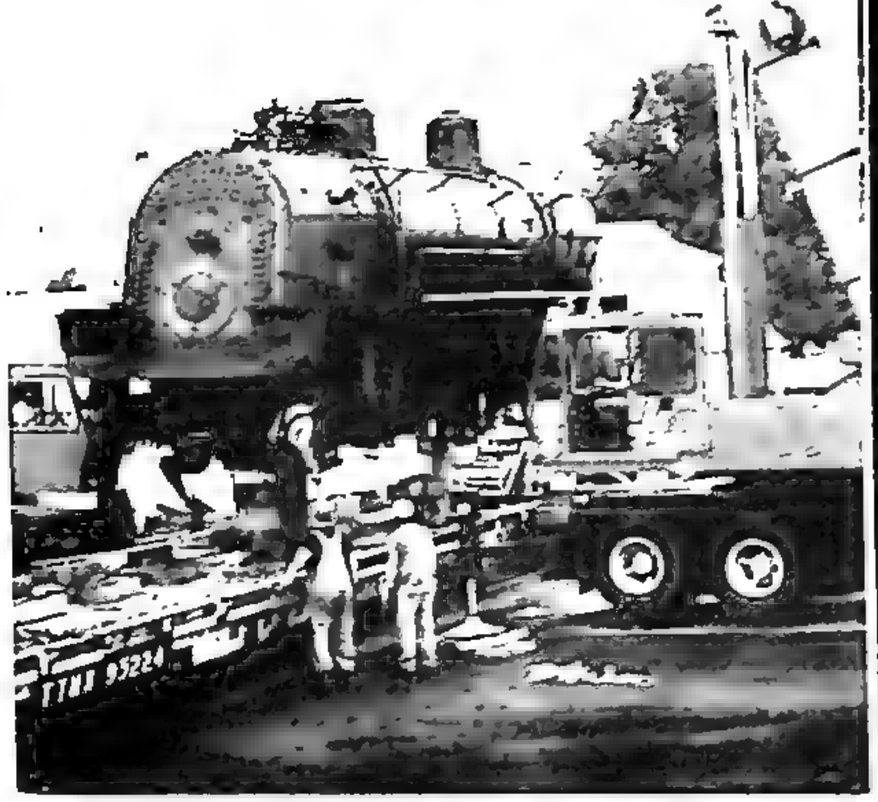
BLACK RIVER & WESTERN No.60 After a five-year rebuilding, Black River & Western's former-Great Western 2-8-0 No.60 is back in regular service. With its 1991 fires first lit during July, the 60 will be used on the ten-mile round trip from Ringoes to Flemington on weekends throughout the 1991 season which ends with Christmas trains on last weekend of November and first full weekend in December. The 2-8-0 also sees service on BR&W's regular Saturday night 24-mile round trip to Lambertville on the Delaware River. The locomotive is painted black with a GW-style diamond around the number on the cab, and the tender is yet unlettered. The locomotive faces south.

The BR&W is a 19-mile common carrier short line in western New

BRUCE KELLY

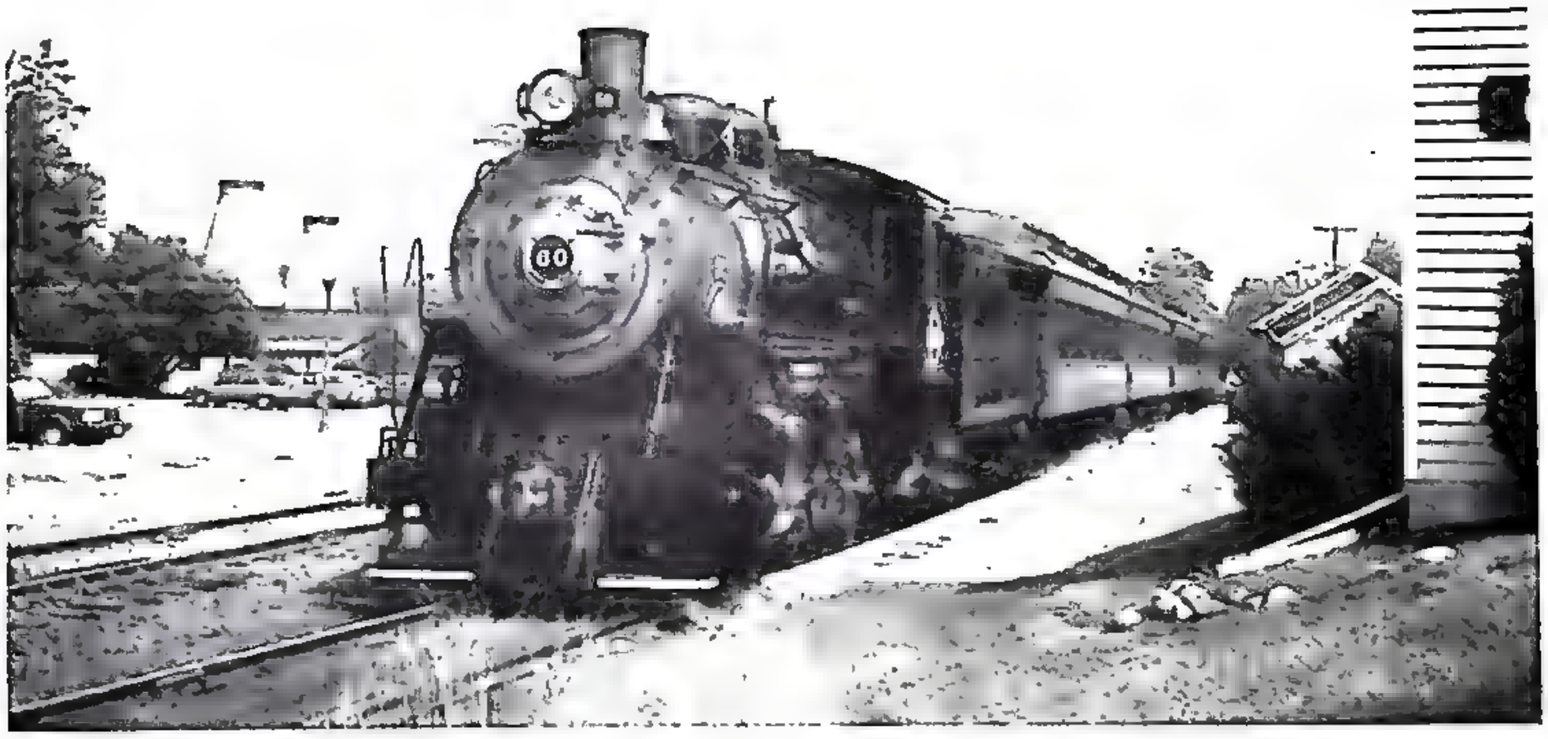
THE ARCADE & ATTICA made a rare steam passenger run over the entire length of its remaining trackage on July 27. At the end of the line in North Java, New York, 2-8-0 No.18 runs around its train at the Reisdorf Brothers mill (left) before returning to Arcade tender-first. Note the rooftop cow.

CHRIS D'AMATO



STRASBURG 4-8-0 475 was unloaded from flatcars in segments on July 31 after being shipped from former owner Boone & Scenic Valley. The Strasburg Rail Road hopes the ex-N&W Baldwin will be running by May 1992.

MIKE DEL VECCHIO



BLACK RIVER & WESTERN No.60 is back in service after a five-year rebuild. It was at Flemington, New Jersey, (left) on August 17, preparing to return to Ringoes during BR&W's "1st Annual Raildays" celebration.

Jersey between a Conrail connection at Three Bridges and Lambertville. Operations are based at Ringoes, almost at the center of the line. The BR&W rosters and Alco T6 and two former-ATSF CF7s for its freight operation, and a newly repainted Alco RS1 for special occasions. BR&W steam trains make several trips north to Flemington each weekend day, and on Sundays the RS1 takes a passenger train south to Lambertville opposite the steam trip. For a schedule and information send a letter-size SASE to: BR&W, P.O. Box 200, Ringoes, NJ 08551.

DAVIDSON NEW UP PRESIDENT On August 7, 1991, Union Pacific announced that Mike Walsh resigned as president and chief executive officer to become the president and CEO of Tenneco Corporation of Houston, Texas. Former vice president of operations Richard K. Davidson was appointed president and CEO of the UP to replace Walsh. Davidson started his career in 1960 as a brakeman on the Missouri Pacific, became the assistant trainmaster at Shreveport, La., and worked his way up while attending college. He became the VPO in 1976. Davidson is a "hands-on" railroader and has reportedly indicated that he will be a friend of the steam program.

THE ARCADE & ATTICA On Saturday July 27, a special steam-powered train (sponsored by the Three Rivers Narrow Gauge Historical Society) ran the entire length of the remaining Arcade & Attica Railroad, something the western New York short line does only once every year or two. The 7:45 a.m. departure provided a rare opportunity to photograph Alco 2-8-0 No.18 pulling two coaches, a combine and a "vista gondola" up the Monkey Run valley and through the Beaver Swamp with nice side illumination (A&A's regular tourist trains make their northward runs from Arcade between noon and mid-afternoon). After a brief stop to pick up late passengers at Currier (the normal end point for passenger trains), the special continued on to North Java on the freight-only trackage that typically sees one of A&A's GE 44-tonners roll through once or twice a week. While there were no photo runbys en route, riders were given plenty of time to photograph the train in front of the giant Reisdorf Brothers mill in North Java before No.18 was run around for its tender-first trip back to Arcade.

SP WRECKS AND RECOVERY Exactly two weeks after SP's derailment and spill of concentrated weed killer near Dunsmuir, California, (October '91 RAILNEWS the railroad suffered another major derailment on July 28 at Seacliff, California, northwest of Los Angeles. The second wreck left 14 rail cars piled up beneath the U.S. 101 overpass. One of the cars carried barrels of aqueous hydrazine (used in manufacturing rocket fuel) which spilled, prompting further national media coverage of SP's handling of hazardous chemicals.

To help improve its tarnished image and to show the press and the public how well it is managing the environmental cleanup of the Sacramento River and Shasta Lake from the Dunsmuir wreck, SP announced a series of passenger specials to be powered by *Daylight* 4-8-4 4449. The train was set to arrive northern California on August 29 and make trips from Redding to Dunsmuir to Black Butte and return August 31-September 2. The SP is initiating an advertising campaign to point out that the Sacramento River is cleaned up and restocked with fish and has been restored as a recreational area. ⇐

Celebrating

by John Craft

From the Southern in 1966 to Norfolk Southern in 1991

I was four years old the day I saw my first steam engine. My family (along with nearly everybody else in town) was at the depot in Eutaw, Alabama, to watch a Mikado drift in from Meridian for the first time since the Crescent Division had dieselized in 1952. It was 1967, and the whole town was thrilled to see the once-familiar spectacle again. Dad and I made our way into the cab, and fireman Paul Merriman took me in his arms and urged me to "pull that cord down twice," ruffling the composure of engineer Walter Dove, who wasn't about to leave with stepboxes down and mischievous kids in the cab. I was hooked.

How many of us have memories like that? How many of us became railfans because of an encounter with a "Steam Special?" In the 25 years since Paul, Walter and Graham Claytor teamed up to send 4501 to Louisville and Richmond, a stable of no less than 27 iron horses has racked up revenue miles on the lines that today comprise Norfolk Southern, on countless excursions to almost every town on the system. Only the most inaccessible places (such as Deepwater, W.Va., or Marion, Ala.) have escaped a visit.

Think back to what was it like to be a steam fan in 1964: Although the Kentucky & Tennessee Railroad had just bought Alco S1 switchers from the D&RGW to replace its three Mikados, the East Tennessee & Western North Carolina wasn't even thinking of replacing its Consolidations, nor was the Mississippian Railway in Amory. But main line steam in North America had dwindled to the rare excursion on the Burlington or Reading, which would quit by year's end, or on the Union Pacific. And occasionally a Pacific or Decapod would take to the rails for a day in the Northeast, only to disappear again for months. (Ironically, the last excursion for the Burlington's Mikado 4960 was destined to come just a month before 4501's first trip, on July 17, 1966. The "holdover" age and the "revivial" age of excursions would just miss overlapping.)

Enter Paul Merriman, who convinced SR vice president of law W. Graham Claytor, Jr., that K&T 12, which Paul

25 Years of Steam in Dixie

had just bought, could make the trip from Stearns to her new home in Chattanooga under her own steam. Claytor, new to the Southern management team, risked plugging the CNO&TP (and the wrath of SR President D.W. Brosnan) for this chance, and on June 6, 1964, Number 12, once again Southern Railway 4501, rolled on home rails. Things went so well that two months later, Southern allowed the Atlanta Chapter NRHS to operate Savannah & Atlanta 4-6-2 750 from Atlanta to Jonesboro (750's previous trips had been on the A&WP, Georgia Railroad and Seaboard Air Line). With this bit of experience behind them, the Southern then permitted the Atlanta Chapter to begin a Sixties tradition with the 750: the *"Georgia Peach Special,"* running for the first time on Independence Day weekend in 1965.

But the celebrated trip of 4501 from Chattanooga to Indiana and Virginia in the final weeks of the summer of '66 has gone down in rail history as the first official Southern Railway Steam Special. In his classic book chronicling that trip, "Locomotive 4501," *Trains* editor David P. Morgan described the 2-8-2 as "an engine I never would have nominated — a dirty old short line Mike that wasn't even in service the day we found her" that "was resurrected more than a decade later into an institution which, I suppose, has as close a hold upon my heart as anything anywhere on flanged wheels."

How unlikely it was that dirty old short line Mike Number 12 would become a Virginia Green institution! The Southern was one of the earliest converts to dieselization and used the opportunity to build a modern railroad, as well as a modern image. "At the time, the syndrome was, 'We got rid of steam, and we don't even want to hear of it again,'" recalls Graham Claytor, and with good reason: with his heavy-handed management and open challenge of the conventional, Brosnan had made progress and modernization railroading's Holy Grail. It didn't help that Claytor, the man championing steam's return, was a lawyer who had not come up through the operating department; what SR lifer would openly declare for an outsider on this issue?

Which is not to say that Southern was completely steamless after 2-8-2 6330 had made the official last run into Chattanooga on June 17, 1953: reliable reports of revenue steam moves continued as late as January 1954, and on a few occasions a movie filming would lead to the use of some steamer on Southern trackage. But to once again embrace steam, more than a decade after it had led the charge of dieselization, was a bold and singular decision for any railroad to make, much less one with SR's unremarked steam-era roster (save for the green paint on its passenger engines, Southern steam power was utterly average). The railroads that had operated post-1960 steam had really just kept some serviceable chooch around a few years after its replacement by diesels, and only the Union Pacific was still in the steam business by the time 4501 pulled out of Chattanooga Terminal Station in August 1966. Consider it: Southern was using a 55-year-old borrowed locomotive, owned and maintained by amateurs, to represent itself in public celebrations, and in doing so risked ruining its image as a modern railroad. The significance of that decision is often forgotten today.

Brosnan and Claytor rocked the industry with Southern's corporate about-face. Claytor defended the steam trips as a tribute to Southern's rich past and as an opportunity to show another generation what steam was like. And Brosnan, and probably most of us, would have been satisfied with the occasional 4501 outing a la 8444 or 5629. But Graham replaced Mr. Brosnan as president in October 1967 and did things that would put an ironic spin on Southern's motto, "Giving a Green Light to Innovation."

Almost immediately Southern had a formal steam program with budget,

TWO PHOTOS VICTOR HAND

THE TWO LOCOMOTIVES that started it all are Southern Mikado 4501 and Savannah & Atlanta 4-6-2 750. The ex-FEC Pacific, which powered the first public steam excursion on the Southern on August 29, 1964, is shown here at Norcross, Georgia, en route to Gainesville with an excursion on December 3, 1966. Mikado 4501 made its first railroad-sponsored excursion over the SR on August 18, 1966. One of the green Mikado's finest moments occurred on July 8, 1972, (opposite) when it worked up the steep and legendary Saluda Hill.

JIM BOYD

SOUTHERN RAILWAY CHAIRMAN W. Graham Claytor, Jr., posed for photos with Master Mechanic-Steam Bill Purdie during a run with S&A 750 in Atlanta in June 1968.

personnel (James A. Bistline and William J. Purdie, Jr., the original "Steam Team"), shop space, and two locomotives (4501 and 750, leased from the Atlanta Chapter NRHS). And if using 4501 shocked the industry, imagine what "They" thought when Southern swapped two perfectly good Alcos for a 64-year-old pair of 2-8-0s!

The steam fleet expands

The repurchase of Southern 630 and 722 from the East Tennessee & Western North Carolina remains one of those who-would-believe-it stories. In 1967 ET&WNC 207 was used in a commercial filmed on the N&W and pulled employee trips in Roanoke while there. Robert W. Claytor, in the N&W Law Department, mentioned 207's heritage to his brother, who proposed a deal to Tweetsie management. Faced with the prospect of refluing 208 immediately and 207 within a year, the Tweetsie made a cost-effective move, and Graham Claytor got two of the last operable Southern locomotives. Ownership of the locomotives was transferred to SR's real estate subsidiary in 1968, and they are still owned by NS, loaned to TVRM.

Claytor could not have picked a better pair to handle the steam specials. Bill Purdie had cut his teeth in the machine shop in Atlanta's Pegram Shops and was an unofficial caretaker for the Atlanta Chapter's 750. Jim Bistline, a veteran of SR's legal department, knew people all over the system from his work at train-off hearings. Both were personable, knowledgeable and enthusiastic.

Many of us trackside in the Claytor years remember a different steam program than the one Norfolk Southern fields today: a program of volunteers, infrequent runs, contract maintenance and three-car trains on slow branch line runs. Southern still had passenger trains, a fleet of steam-era coaches and time to stop at every little depot on the railroad. You've seen "The Andy Griffith Show?" Readers, I grew up in a "Mayberry." The sheriff didn't wear a gun, men hung around the barber shop, and the whole town turned out to see "the steam engine" when it came through. No one could drive down Prairie Avenue on those days because people stood on the crossing and parked in the road — and because the train would stop, cab steps over the blacktop, to make it easy for visitors to climb up. And the fare? Ten cents a mile on ferry trips, or less than a dollar for the ride over the Warrior River bridge to Akron, heads out the vestibule door, cinders stinging our eyes. And when we got there, the crossing at the Akron depot would be full of people and cars, and the engine would stop, cab steps over the blacktop ... You get the picture.

Dixie ... and beyond

And the spirit of adventure was everywhere evident; no idea seemed too farfetched to try once. Did you know that when ET&WNC 207 and 208 arrived in Birmingham, the 207 still had some flue time remaining, so Southern quickly dashed a Georgia Northern livery on, renumbered her back to 630, and ran her down the Central of Georgia? Or that 4501's SR and off-line excursions included tracks in 17 states, runs on the C&O, Rock Island, Clinchfield, ICG, L&N, N&W, PC, RF&P, SCL, WM and even a Circus Train move on the C&NW and Milwaukee Road? By the way, the 4501 may be the only locomotive ever to attend a movie premiere (in 1971, she shared the spotlight with Jimmy Stewart in "Fool's Parade").

The Norfolk & Western was practically a second home to Southern's steam fleet; 4501 ran many trips out of Roanoke between 1972 and 1977, and the Shenandoah line even hosted 722 and 750, off the Southern at Bristol, as they doubleheaded their way to Alexandria.

Ah, the doubleheaders. Do you remember those glorious trips to Front Royal, Fort Valley, Charleston, Akron or on the "TAG?" Or the bags of coal heaped on the tender deck? (Did you help refuel?) The names applied to those trips followed Southern's tradition of calling its varnish "*Specials*," such as "*The Georgia Peach Special*" and the "*Walter C. Dove Homecoming Special*" (thus the name "Southern Railway Steam Specials"). The Southern Railway of old, with pre-WWI engines long past their life expectancy still generating black ledger figures, was relived for a day in Markham, Lovejoy, Branchville, Coaling and Leesburg as 630, 722, 750 and 4501 teamed up in various combinations over the years.

Strictly personal

Allow me a bit more about doubleheaders to Akron. In March of 1971, Mother took five kids — sister Suzanne, Bill and Laura Magee, Jem Blair and me — to Akron, Alabama, to ride the nine miles back to Eutaw behind steam. It was a cold, windy day, and my chief memory is of being scared witless as 722 whistled off while I was posing at her pilot. But years later I read in an old issue of *Trains* about the "*Walter C. Dove Homecoming Special*," and received a batch of negatives from Louis Saillard of that trip. After I got off in Eutaw that day, brothers Walter and

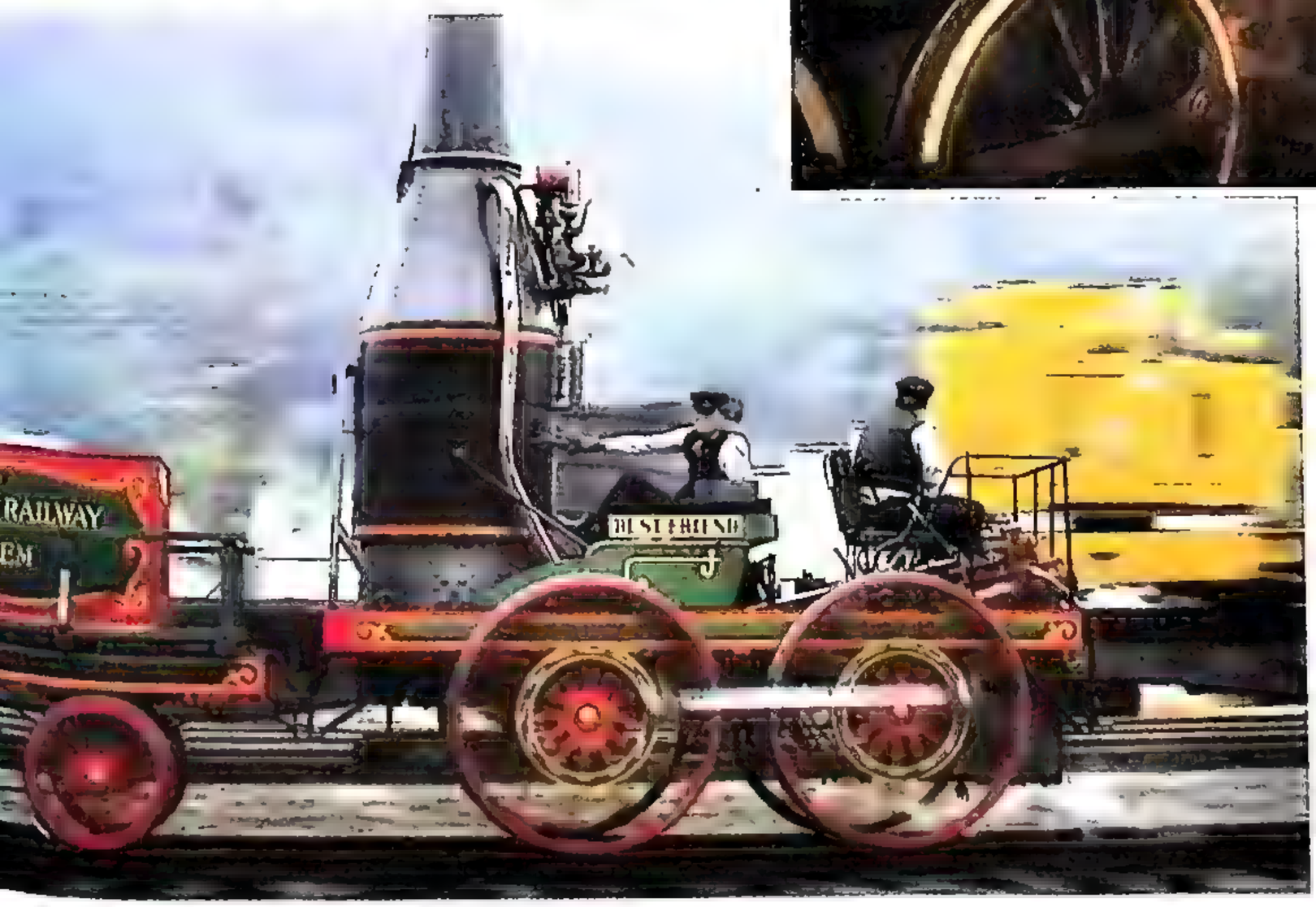
KODACHROME LOUIS SAILLARD

LOWELL A CRAFT

EKTACHROME RON FLANARY

GREEN CONSOLIDATION 722 visited Akron, Alabama, (**above**) on March 27, 1971, and on that day (**left**, l to r) Jem Blair, Bill Magee and "Johnny" Craft posed with the locomotive. On February 16, 1968, Jim Boyd became the last person to photograph an ET&WNC steam engine (**below**) as a painter at the Birmingham Steam Shop sprayed out the 208's number and herald; sister 207 had already been renumbered 630. The 1927 replica Best Friend of Charleston (**bottom**) was at Appalachia, Va., on August 6, 1984.

EKTACHROME JIM BOYD



RAILFAN & RAILROAD

Loyd Dove took 722 through their hometown of Cuba, Alabama, into Meridian, and the next day 722 was the first steam locomotive ever to arrive in New Orleans Union Passenger Terminal. (A similar trip with 4501 and 722 ran in October 1972, and David P. Morgan used it to kick off a transcontinental varnish report in *Trains*.)

But doubleheader weren't the only ace up Southern's sleeve. Were you in Anniston when Southern celebrated its 75th Anniversary by having 750 and 4501 escort LNER 4472, the *Flying Scotsman*, between Atlanta and Bir-

TWO EKTACHROMES JIM BOYD

LONDON & NORTH EASTERN A.3 4-6-2 4472, *Flying Scotsman*, helped the Southern celebrate its 75th Anniversary on November 2, 1969, at Anniston, Alabama. Heading west from Atlanta, the 4472 went "in the hole" to let S&A 4-6-2 750 storm past. The 4501 had come in from Birmingham, and the three lined up (top) for the Anniston ceremonies.

mingham? Did you ride 4501's unassisted assault on Saluda Mountain in the "Cinder Catcher's Club Car"? Or 4501's first steam excursion out of Birmingham Terminal Station, looping through Bessemer, Genery Gap, Wilton and Talladega before regaining the Atlanta-New Orleans main at Anniston for the trip home?

Ferry moves were also treated as revenue trips, and uniformed passenger crews saw a generation of small-town school kids grow up. Orange "Blue Bird" school buses lined up at every depot, some to pick up and some to drop off; station stops became a sea of kids, some orderly, some oblivious of parents and teachers. A favorite memory: the annual ferry to New Orleans almost always met the *Southern Crescent* at Eutaw. Down the hill behind our house and by the depot that silver train would slowly drift (with hundreds of schoolkids expecting this train to be "*the* train); just minutes later, after an out-of-sight whistle salute, 4501 would walk out of the siding and noisily approach the crowd, a vision from 50 years earlier. And this fine tonic was available until 1978, over a quarter-century after dieselization and seven years after Amtrak was created.

Movie stars

Movie operations provided a source of revenue and gave the railroad visibility it could not otherwise get. Jim Bistline provided a partial list of movies in which SR steamers were used: "Fool's Parade" (featuring 4501 in B&O black); "Eleanor & Franklin" (4501 posed as Ps4 1409 on train specially chosen to resemble the 1945 funeral train of President Franklin D. Roosevelt); "Reuben, Reuben;" "Hard Times" and "Summer of My German Soldier" (all 4501); "Pretty Baby" (featuring 722 in New Orleans and Brooke Shields in a controversial body stocking); "Coal Miner's Daughter" (featuring Royal Hudson 2839 running on several ex-Interstate Railroad branches), and "Nancy Astor (featuring leased Allegheny Central 4-6-2 1238 and Bill Purdie and Jim Bistline in speaking roles). Kin to this were

many commercials over the years, and the occasional TV special (I recall seeing Johnny Cash singing in the cab of a speeding 4501, her SR herald painted out).

Expanding horizons

The Southern steam program's first turning point came in 1976. The railroad had set up an ambitious Bicentennial schedule with doubleheaded trips out of Washington, D.C., almost every summer weekend, supplemented by a "roaming" trainset to cover the system. As related in David P. Morgan's article "Master Mechanic — Steam Engines" (September '76 *Trains*), the 65-year-old steamers just weren't up to the strain; 722 was sidelined for the season during her first trip, and 4501 and 630 needed much attention during those first weeks. Coincidentally, Southern Pacific GS4 4-8-4 4449 ran a two-day excursion from Atlanta to Washington in August 1976 to pick up the last leg of the *American Freedom Train*. Southern was impressed by its performance. By February 1977, when Graham Claytor

VICTOR HAND

THE SOUTHERN got its first taste of Super Power when SP 4-8-4 4449 visited with the *American Freedom Train*and operated an excursion from Atlanta to Washington, returning on August 29, 1976, where it was photographed at speed near Brown Summit, N.C. In the fall of 1885, Mikado 4501 was simmering the night away (below) at Salisbury, N.C., as Amtrak's No.20, the *Crescent*, made its station stop alongside.

DOUG KOONTZ

stepped down as CEO to serve as Secretary of the Navy, Texas & Pacific 2-10-4 610 was on its way, 750 and 630 were "out of the picture" (to quote Sara Purdie), a permanent shop crew had been recruited, and steam had gone big-time in the South. (L. Stanley Crane, Claytor's successor as SR president, proved his commitment to the program by running the 610 out of Alexandria and okaying the lease of the privately-owned Canadian Pacific Royal Hudson 2839 before retiring in 1980.)

I remember my first look at 610, the day Southern picked her up in Meridian off the ICG (she was too heavy to cross Southern's Louisiana trestles) and ferried her to Birmingham. With only a motley assortment of passenger and freight cars, it wasn't a revenue move, but 610 nevertheless honored the old tradition of stopping over the blacktop. "Can I come up?" I asked from the third step. "Looks like you already are," was Purdie's reply. The stop was far too short, and I looked forward to seeing more of this lanky stranger.

Southern's use of the 2-10-4 was not without irony: no Southern steamer ever approached the modern specifications of Super Power, and the Texas was younger than almost anything SR ever bought. And it was the first locomotive with a four-wheel trailer truck to carry the Southern name. A full quarter-century of locomotive development was contrasted as 4501 and 610 double-headed for the 1977 NRHS convention in Roanoke.

And though 610 was limited in the places it could go, think about where Bill Purdie did take her. This engine, built for pulling fast, heavy trains in the wide open spaces of Texas, tiptoed down the street-running in Harrodsburg, Kentucky; stormed around the tight curves on Ridgecrest grade in North Carolina, and even blew out her own fire in Shawsville Tunnel on the N&W. (When the 2-10-4 lost her footing inside the tunnel, the exhaust blew out the fire, and the 610 emerged chugging raw fuel oil out of her stack. The lettering on the engine and tender were nearly obliterated under a layer of oil. Upon arrival at Bluefield, an encounter took place that was an all-time classic. From the 610's cab with his white shirt and go-to-hell hat soaked black with oil and his face and hands similarly begrimed, the N&W road foreman peered down at a railfan wearing a T-shirt showing a locomotive with the inscription "Steam is Clean.")

While leasing 610 had been a bit of a stretch for Southern, importing a Canadian Hudson was almost too much for belief. Rumors ran rampant that Jim Bistline had ordered the locomotive painted in Virginia Green, but the 2939 arrived from Northampton, Pennsylvania, in March 1979 in proper CPR livery — though subsequent color-shifting repaints and SOUTHERN lettering resulted in a somewhat weird image. After stretching her legs on the main line out of Alexandria, however, Bill Purdie bragged that he finally had an engine "that could outrun the railfans" (indeed, I've seen the engine running at 75 m.p.h. and have heard reliable reports of faster moves).

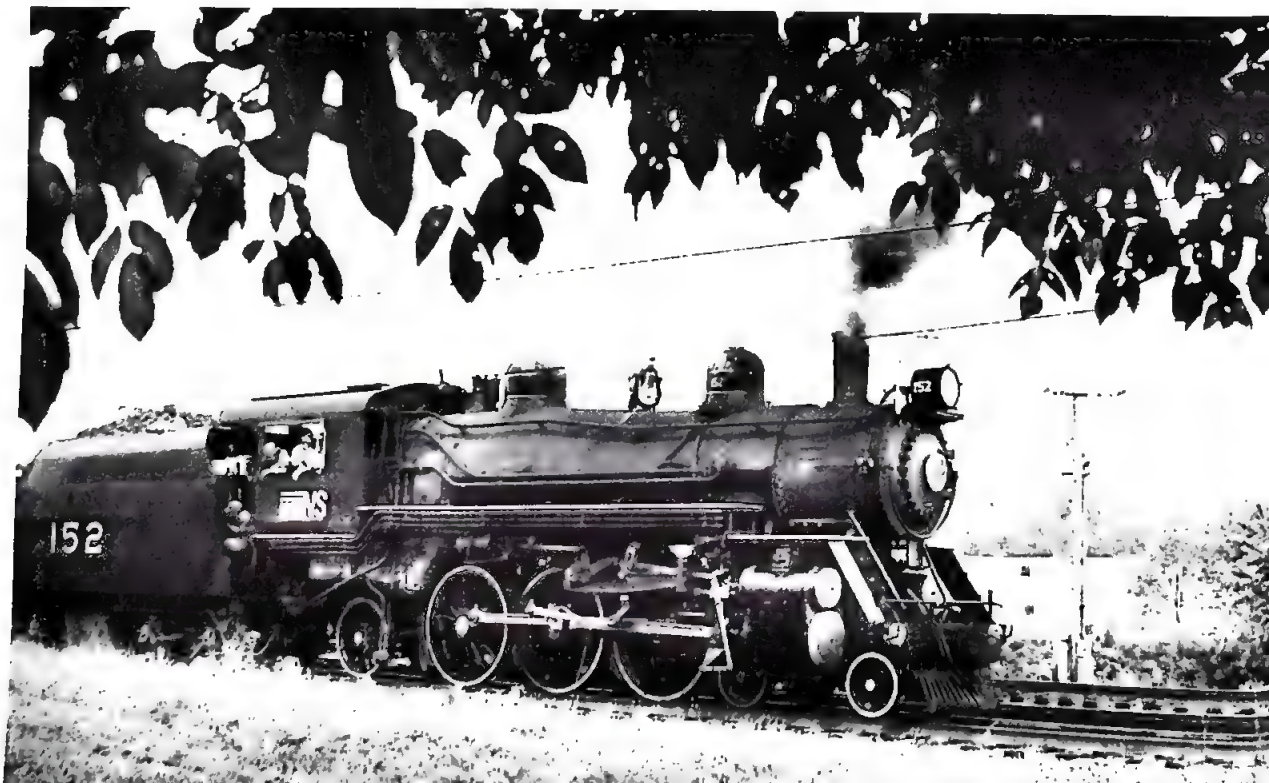
Stabling 610 and 2839 alongside 4501 and 722 changed the complexion of the program. No longer was Southern steam just a history lesson; Southern Railway Steam Specials had become not just a public relations tool but an excursion program. The economics of running and maintaining the bigger engines pushed SR to run more numerous and longer, hence more predictable trips. But Bistline and Purdie still managed to keep the spirit of adventure alive; in two excursion seasons 2839 trekked to such odd locations as Natural Tunnel, Patio Tower, Copper Creek Viaduct and Biloxi.

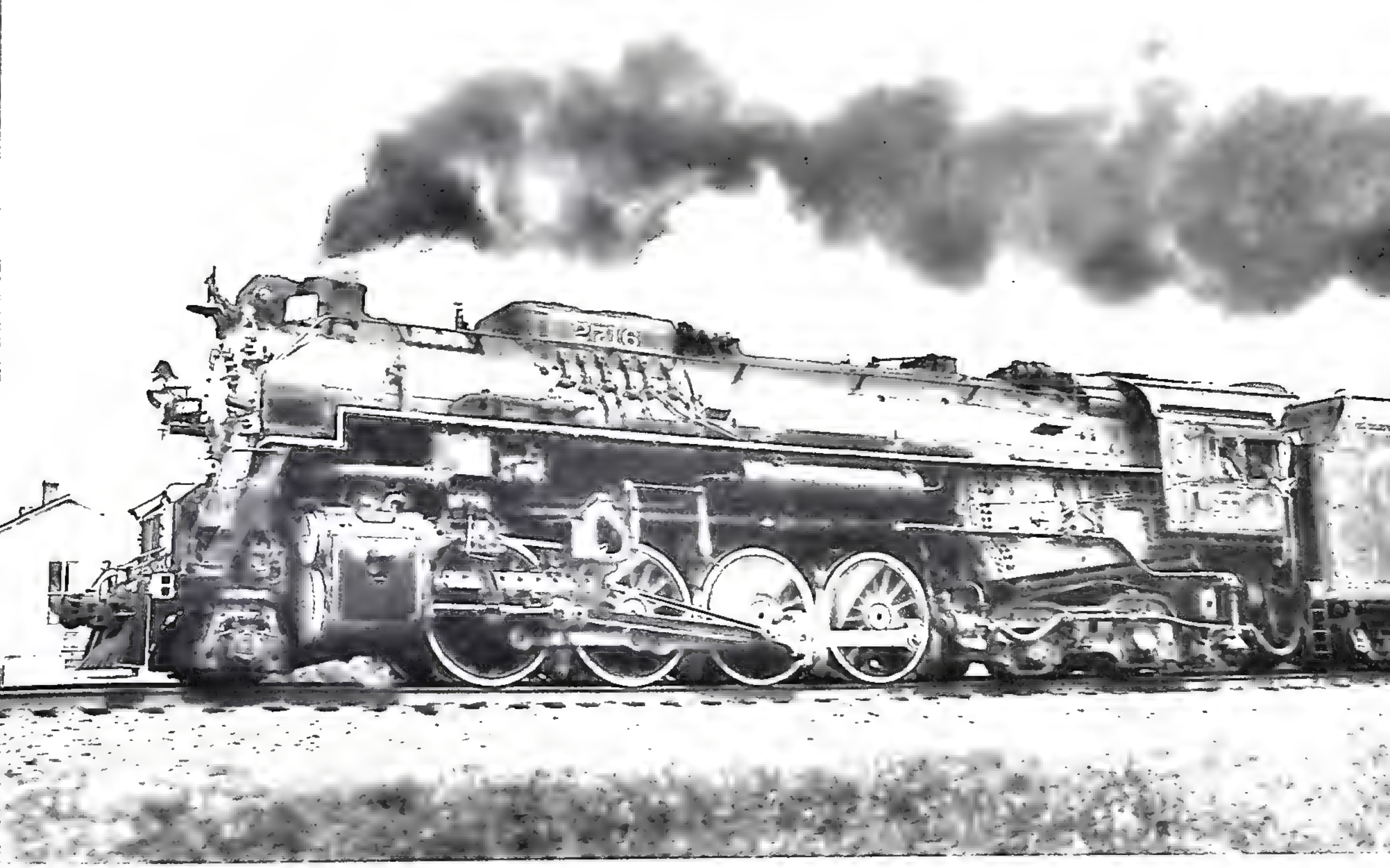
It was also in 1979 that Southern finally conveyed its *Southern Crescent* to Amtrak (the *"Best Friend of Charleston"* accompanied the last Washington-Atlanta train into Brookwood Station), a decision that would have a great impact on the steam program. Soon thereafter SR's passenger department folded, bringing an end to the days of revenue ferry moves, but also freeing up some stainless coaches and SR's ex-Wabash done 1602 for the excursion train. It also brought an end to the passenger-car pool and made maintenance of the excursion fleet a more obvious expense — and increasingly difficult as the years passed.

New decade / new engines

The 1980 steam season featured several milestones: 610, 722 and 2839 all ran their last excursions, and Southern hosted a historic run of the Smithsonian Institution's original *"John Bull"* (built in 1831) on the Warrenton-Calverton branch. And former Chesapeake & Ohio 2-8-4 2716 arrived on the property from Louisville's Kentucky Railway Museum in early February 1980. The Kanawha would present a new challenge to Bill Purdie: in the

DOUG KOONTZ





YOSHI AONO

past, he had inherited serviceable locomotives to operate and maintain. Here, he would literally have to bring 2716 back from the dead. He had his work cut out for him. Independent contractor Gary Bensman had pronounced the engine a "basket case" when the Clinchfield tried to resuscitate her in 1979. Purdie planned to work on the 2-8-4 between trips with 4501 and hoped to have her out for the NRHS convention in Louisville in September 1981.

The Royal Hudson returned North in November 1980, and 610 was sent back to Fort Worth in January 1981. (Despite those persistent rumors, neither ever received green and gold paint.) The 4501 suffered a cracked front flue sheet in April 1981, making mincemeat of Purdie's plans; FP7s were used to fill in for much of the steam season (I've often wondered if Mr. Purdie regretted losing both 610 and 2839 over the winter). There was one break in the drought that summer: Jim Bistline leased Allegheny Central 4-6-2 1238 for movie service on the Warrenton branch, and she headed up a handful of specials out of Alexandria in June.

Despite help in the shop from KRM members during the summer, the Kanawha missed the convention. But Southern Railway 2-8-4 2716 emerged ready to run in October 1981, and Purdie broke her in on a two-day outing to Chattanooga, returning with 1700 tons

THE SHORTEST LIVED of the Southern's "big" engines was ex-C&O Kanawha 2716 from the Kentucky Railway Museum, which was overhauled at Birmingham and operated excursions between November 1981 and July 1982, when it was sidelined with boiler problems. On July 18 it was speeding south from Alexandria to Charlottesville. Probably the strangest piece of motive power to wear the modern NS "speed lettering" herald was Kentucky Railway Museum's L&N 4-6-2 152, which operated NS excursions in the summer of 1987, such as this one (opposite) at Newport, Tennessee. Graham's younger brother, Robert Claytor, inherited the Southern steam program with the Norfolk Southern merger in June 1982. He posed in N&W 611 (below) on April 26, 1987.

JOHN A. CRAFT

of coal. That fall she kicked up her heels on ten excursions, her performance mitigating the flap over her cosmetics.

Perhaps you remember the hue and cry when the world learned that 2716 would lose her C&O look? Editors tiptoed around calling Mr. Purdie everything but a fine example of humanity. I gave the crew a bit of grief myself. But 2716 was now a Southern engine and Mr. Purdie's first real resurrection. He made her his own. By the way, her pinstriping was even jazzier in 1982 — did you notice?

And 2716's regular fireman was a 19-year-old kid named Bill Magee, fresh out of high school in Eutaw, Alabama. Eat your heart out, Doyle McCormack: Bill was qualified on coal and oil burners and hand and stoker fired steam at age 16 and had spent most weekends of his senior year in Irondale learning the techniques of machining from "The Old Man."

The same week that 2716 made her test runs, the Norfolk & Western Railway sent 4-8-4 611 down to Birmingham for a contract overhaul. Graham's younger brother Bob had assumed control of the N&W upon John Fishwick's retirement and embraced steam as his brother had done years earlier. (While Fishwick was often derided as anti-steam, let's not forget that every Southern excursion engine except the Hudson, plus NKP 2-8-4 759, GTW 4-6-2 5629 and Clinchfield 4-6-0 No.1 operated on the N&W between 1966 and 1977.)

N&W 611 made her test run in August 1982, shortly after the Southern-N&W merger and just days after 2716 had been declared too sick to continue Southern's 1982 schedule. In Chattanooga with 611, I ran into Gary Bensman, who confirmed that Fort Wayne's Nickel Plate 2-8-4 765 was going to sub for 2716 in September. While 611 took a Tuscan red train from Norfolk to Iaeger, 765 picked up the Kanawha's schedule in Indiana and ran for two eventful months on the Southern. The high points for 765 included a burned-out brass after two days of 74-m.p.h. running in Georgia and a collision with a log truck on the Kentucky Division.

Back in the early summer of 1982 when Bill Purdie was inspecting the 765 at Bellevue for her SR service, he looked up at the Mars light that the Fort Wayne crew had recently put back on the 765 for the first time since her initial restoration.

"What's that?" he asked.

"A Mars light," they answered.

"Well, take it off. I never did see an engine that needed more than one headlight." The 765 worked her SR service sans Mars light.

The Kanawha never did run again, to the chagrin of those of us who yearned to see a mock-Virginian 2-8-4 storming upgrade from Mullens to Deepwater. Bill Purdie retired at the end of the season, capping off his career with one last thundering photo runby with 765 in the shadow of Lookout Mountain on November 12, 1982.

The Norfolk Southern program

Norfolk Southern did an about-face in 1983, returning little 750 to service in April. While most of 750's trips were run with FP7s staring over her auxiliary tender, the little Pacific did make a few unassisted runs and even double-headed on the RF&P with 611. In January 1984, 750 was returned to her home in Atlanta.

The shop crew returned 4501 to ser-

The Thoroughbred Stable: 27 locomotives in 25 years

Effective August 1, 1991

Locomotives operated on SR/NS excursions

Locomotive	Type	Built	On SR/NS	Notes
Best Friend of Charleston	0-4-0	Replica, SR 1927	1927-1966*	Replica built by SR in 1927 of 1830 original.
S&A 750	4-6-2	Alco 1910	1964-1984*	Leased by SR 1966-1987, first SR excursion August 18, 1966. Now at TVRM.
SR 4501	2-8-2	Baldwin 1911	1964-1991*	Atlanta Chapter NRHS; leased by SR/NS 1967-1984, leased to New Georgia RR 1985.
SR 630	2-8-0	Richmond 1904	1968-1976*, 1987-1989	To SR from ET&WNC 207 in 1967; loaned to TVRM 1978.
SR 722	2-8-0	Baldwin 1904	1970-1980*	To SR from ET&WNC 208 in 1967; loaned to TVRM 1984.
SP 4449	4-8-4	Lima 1941	1976-1977*	*American Freedom Train* and SR and Amtrak excursions.
T&P 610	2-10-4	Lima 1927	1977-1981*	Leased from Texas by SR 1977-1981, now at Texas State Railroad.
CPR 2839	4-6-4	Montreal 1937	1979-1980*	Royal Hudson, leased by SR 1979-1980, now at Reading, Pa.
CPR 1238	4-6-2	Montreal 1946	June 1981	Allegheny Central, leased by SR for movie and two excursions.
C&O 2716	2-8-4	Alco 1943	1981-1982*	Kentucky Ry. Museum, leased by SR/NS 1980-1990, stored at Birmingham.
NKP 765	2-8-4	Lima 1944	Fall 1982*	Leased by NS 1982 to substitute for 2716.
N&W 611	4-8-4	Roanoke 1950	1982-1991*	Roanoke Transportation Museum, leased by N&W 1981.
L&N 152	4-6-2	Rogers 1905	Spring 1987	Kentucky Ry. Museum, leased by NS 1987.
N&W 1218	2-6-6-4	Roanoke 1943	1987-1991*	Roanoke Transportation Museum, leased by NS 1985.
NKP 587	2-8-2	Baldwin 1918	Summer 1989	Indiana Transportation Museum, leased by NS 1989.
TVRM 610	2-8-0	BLH 1952	August 1990	Ex-U.S. Army, TVRM, leased by NS 1990 to sub for 1218.
A&WP 290	4-6-2	Lima 1926	April 1991*	Atlanta Chapter NRHS, leased to New Georgia RR, used by NS 1991.

Locomotives operated on SR/NS by other organizations

SR 6910	2-8-2	Baldwin 1920	October 1965	Ex-K&T 10, TVRM, one SR excursion October 1965.
LNER 4472	4-6-2	Doncaster 1923	1969	British loco touring U.S., SR's 75th Anniversary at Anniston 11/2/65.
MISS 77	2-8-0	Baldwin 1920	1971	Northern Alabama Ry. Club excursions on SR; sold to Canada 1989.
CRR 1	4-6-0	Logansport 1882	1970-1972, 1978	Two Erwin-Abingdon trips and Howard Baker campaign specials.
AFT 1	4-8-4	Reading 1945	1975-1976*	*American Freedom Train* and March 1976 test run from Birmingham.
BC&G 4	2-8-0	Baldwin 1926	1975-1976	Southwest Virginia RR on SR out of Andover, Va.
LPSR 11	0-4-0T	Cooke 1924	1979-1982	Lonesome Pine Scenic RR on SR, Bristol to Moccasin Gap, Va.
John Bull	4-2-0	R. Stephenson 1831	October 1980	Smithsonian Institution, test run on SR Warrenton, Va., branch.
CB&Q 4960	2-8-2	Baldwin 1923	1980-1982	Operated by Bristol & Northwestern on SR Bristol-Benham, Va.
SLSF 1522	4-8-2	Baldwin 1926	1988-1989	National Museum of Transport, St. Louis, excursions on NS.

LOCOMOTIVES marked with asterisk (*) on SR/NS operating dates were overhauled or serviced at the Birmingham Steam Shop.

COMPILED BY JOHN CRAFT

TWO KODACHROMES JAMES A. GUNN NG

vice in November 1984 (if you thought that the green paint was too bright, you were correct; it wasn't Virginia green). In 1985 she led the schedule with trips to Cumberland Gap and Columbus. N&W Class A 2-6-6-4 1218 was towed to Birmingham for overhaul in May 1985, just days after 611's train derailed in the Dismal Swamp.

Many of us expected drastic changes in the program after the derailment, and had it happened on a public excursion, the changes might have been more extensive. A 40 mile-per-hour speed limit was imposed and all cars without tightlock couplers were sold (this meant

TEXAS & PACIFIC 2-10-4 610, overhauled for the *American Freedom Train*, was leased from Fort Worth in 1977 as the Southern's first "big" engine. On October 25, 1980, the 610 posed for a night photo in Atlanta. Seeking a faster big engine, the Southern leased the privately-owned ex-CPR Royal Hudson 2839 in early 1979. On November 30, 1980, she made her last SR trip (**below**) and was photographed departing Greensboro, N.C. The 2-10-4 was too slow and the 4-6-4 was too slippery for the Southern's big consists.

KODACHROME JOHN CRAFT

much of the old SR fleet, including the legendary open cars *Missionary Ridge* and *Lookout Mountain*, and it's one reason you see so many leased cars in NS trains today). But Bob Claytor refused to let the wreck, not caused by the excursion equipment, derail the program.

With 4501 sidelined again in 1986, 611 handled the schedule alone while work progressed on 1218. Bob Claytor, Jim Bistline and 4501 all retired in early 1987, and the program began its third phase under chairman, president and CEO Arnold McKinnon and steam program manager Carl Jensen. The little engines have given way to Roanoke-built Super Power, and green and gold has given way to Tuscan red — but As and Js once again rattle the town of Coopers in the morning sun.

Putting 2-6-6-4 1218 back into service tested Norfolk Southern's commitment to its steam program; estimates of the restoration cost run as high as $2 million. The job took much longer than anticipated due to the extent of the wear to all parts of the big locomotive. But

KODACHROME ALAN MILLER

anyone who has seen 1218 storm up Christiansburg Mountain or heard that hoot whistle echo in the hollows can testify that the time and money was well-spent.

While 611 and 1218 have dominated the steam program since 1986, Norfolk Southern has fielded two Mikados, a Pacific, a Mountain and a Consolidation in recent years. The Kentucky Railway Museum's Louisville & Nashville 4-6-2 152 spent some five weeks in 1987 as "NS 152," with runs down the Rathole and on the N&W to Radford, and Indianapolis' Nickel Plate 2-8-2 587 made an appearance at the 1989 NRHS convention in Asheville (just weeks after 4501 returned to SR rails on a private trip). While not a part of the formal program, Frisco 4-8-2 1522 from the National Museum of Transport in St. Louis has operated two excursions on NS trackage, and TVRM's much-rebuilt U.S. Army 2-8-0 610 subbed for 1218 on one trip in 1990. (Question: Does using 1952-built 610 and the SR's runs of the original 1831 "*John Bull*" make NS the operator of the oldest and youngest serviceable steam locos in America?)

This twenty-fifth year of Southern's second steam era includes five locomotives operating far afield: Jacksonville (A&WP 4-6-2 290, subbing for 1218), Frankfort (NKP 587 on independent trips), Natural Tunnel (4501), and of course, Roanoke (611 and 1218). Again in 1991 the 1218 reprised 4501's long tradition of NRHS convention participation (the original reason 4501 ran in 1966).

Grand dame 4501, the 80-year-old engine that started it all, put her little feet down the Southern path once again, to Asheville and Appalachia, in June of 1991, now ready for the Southern Steam Program's 25th Anniversary celebration in early November which will culminate in a five-engine gathering of SR and NS steam veterans in Chattanooga and a tripleheader on November 2-3.

But my personal celebration will be when 4501 passes through Eutaw, Alabama, again later that month.

Progress, personalities and sheer practicality have contributed to the changes we've seen in Southern steam over the years. The days of pure-Pullman-green heavyweight trains behind period engines are long gone, replaced by rainbow-coalition trainsets pulled by the likes of 611 and 1218. But would you trade memories of a Class A taking merchandise over Blue Ridge or a Class J charging through Powhatan for a return to the days of 630 and 750? After all, variety is the spice of life, and we have had that, haven't we? ⇐

KODACHROME: ALAN MILLER

BIG NORFOLK & WESTERN engines solved the NS steam program's motive power needs. The first one on the road was Class J 4-8-4 611, shown (**opposite bottom**) at Riverside, Ala., on August 20, 1982. Looking very much at home on a freight consist, Class A 2-6-6-4 1218 was on a ferry move (**opposite top**) at Coon Springs, Ala., on November 3, 1988. On November 1, 1987, the 1218 had pulled alongside SR veteran 2-8-0 630 (**below**) at Chattanooga with a TVRM excursion. TVRM's restyled Army 2-8-0 610 (**above**) substituted for the ailing 1218 at Stevenson, Ala., on August 25, 1990.

KODACHROME: JOHN CRAFT

The Green

GREEN BAY ROUTE

"How many cars do you have tonight?"

"A hundred seventeen, if we counted right."

"Hope you don't have air problems."

"Me either; this train's too damned long to fool around with."

On that July 10, 1991, evening Green Bay & Western East Winona-Green Bay train No.2 departed Wisconsin Rapids, Wisconsin, with 117 cars led by three C424s and an RS11, totaling 9200 pure Alco 251 horsepower. But until recently, trains hadn't been this long, and the GB&W's future wasn't so rosy. Traffic is up now, but no one can say for sure when the next downturn will come or how well the railroad will weather it. Welcome to today's Green Bay & Western, still a railfan's gem.

Retrenchments and retooling

The Green Bay & Western is a beautiful anachronism in 1991. It's still all Alco, it still uses cabooses, and boxcars haul much of the revenue. But the GB&W has been a victim of the vagaries of forces beyond its control for the past five years. Back in 1986, the Winona Bridge Railway's (co-owned by the GB&W and Burlington Northern) swing bridge over the Mississippi River was condemned and subsequently abandoned and accidentally burned.

LEFT: KODACHROME, ANDREW S. NELSON / BELOW: KODACHROME, SANDY BURTON

Bay & Western Today

by Andrew S. Nelson

In spite of mergers, new competition
and an end of carferry service across Lake Michigan
the GB&W is healthy and still 100% Alco powered

This left the GB&W bereft of connections with the Soo Line (ex-Milwaukee Road) and Chicago & North Western in Winona, Minnesota. Only one western connection remained, the Burlington Northern (former CB&Q) at East Winona, Wisconsin. Now one might think that this caused a drastic decline in traffic for the GB&W, but it didn't. The Soo (Milwaukee Road) and C&NW over the last few years hadn't provided much interchange traffic, and it was the BN traffic across the river at East Winona that buttered the GB&W's bread.

By the mid 1980s traffic levels began to fall on the GB&W, particularly bridge traffic, much of which could be attributed to the GB&W's fiercest and newest competitor, the non-union Wisconsin Central, which started operations on October 11, 1987. The through freights operating between East Winona and Green Bay (Nos.1 and 2) sometimes ran as light as ten cars, a far cry from the late 1970s and early 1980s when these trains ran as heavy as 125 cars. The GB&W, indeed, seemed to be a dying railroad.

In December 1986, GB&W management decided to cut operating costs (and force unions to negotiate on reduced train crew size) by becoming essentially a wayfreight railroad. Trains 1 and 2 were abolished and replaced by two turns and one out-one-day-back-the-next job. The Green Bay-Manawa turn (Job A) operated Monday through Friday and met the Wisconsin Rapids-Manawa turn (Job B) in Manawa where they exchanged cars. The job that worked between Wisconsin Rapids and East Winona (Job C) left Wisconsin Rapids on Sundays, Tuesdays and Thursdays and returned Mondays, Wednesdays and Fridays. Traffic moved over the railroad, but not very quickly. For instance, a car bound for Green Bay that was delivered by the BN at East Winona after the departure of Job C, say on a Friday, wouldn't arrive in Rapids until Monday and would not arrive in Green Bay until Tuesday morning.

This pattern was reversed in 1987 when unions agreed to certain concessions on train crew size. Trains 1 and 2 were then reestablished and operated the way they had prior to December 1986.

The next shock for the GB&W came in mid-November 1990 when Wisconsin-Michigan Transportation (WMT) ceased railferry operation across Lake Michigan between Ludington, Michigan, and Kewaunee, Wisconsin. While rail traffic across the lake had been dwindling for over ten years, it still added around $1 million in revenue for the GB&W. WMT claimed it could earn more money hauling lucrative automobile tourist traffic out of Manitowoc than Kewaunee and cited that as the long term reason for the move. The short term reason was WMT's insurance carrier discovering that the ferries were scraping bottom at Kewaunee Harbor and canceling WMT's coverage. What WMT hadn't planned on, in the long run, was the extensive cost and bureaucratic red tape involved in restoring the ex-C&NW ferry slip in Manitowoc. As it stands now, there is no rail or automobile ferry service across Lake Michigan, and its prospects for returning are slim. If you talk to GB&W people about the termination of ferry service you will inevitably hear a note of resentment and suspicion directed at the powers that be at

SANDY BURTON

ALCO CENTURY 424s are the motive power mainstay of today's GB&W. The 314, 319 and 320 were at Wisconsin Rapids on August 13, 1991, and the 313 (opposite bottom) and 311 were hustling westward near New London with No.1 that same day. Back on a sunny September 27, 1986, (opposite top) the 320 had No.4 departing the east end of Wisconsin Rapids with a string of boxcars for the paper mills around Stevens Point and Plover.

WMT. The Green Bay-Kewaunee rail route is now served on an as-needed basis.

The last, and potentially the biggest, upheaval came in July 1991 when Itel, which owns both the Green Bay & Western and Fox River Valley Railroad (FRVR), announced that there would be a consolidation of management and dispatching facilities between the two companies. So far, only management positions have been consolidated/eliminated, and the GB&W dispatchers were moved on August 2, 1991, into the FRVR's ex-C&NW passenger depot in Green Bay. It remains to be seen if any other operations will be consolidated.

The Alcos

The GB&W rosters 22 Alcos but operates only 16 of them, and those 16 are all four-motored. There are four RS3s, (305-308, classed RS20 on GB&W) rebuilt by the railroad between 1973 and '76 with 2000-h.p. 251 prime movers and chopped short hoods. These units are used mostly in yard and local service but can be seen on Nos.1-2 when they are ferried to and from Green Bay and Wisconsin Rapids. They will also occasionally work Nos.1-2 all the way to East Winona and back.

Number 309 is an RS11 purchased new in 1956 and rebuilt by the GB&W in 1964 with a 2000-h.p. prime mover and chopped short hood. This unit is usually found in yard/local service in Green Bay, Wisconsin Rapids or Plover but can be seen occasionally on Nos.1-2.

The 311-314 are C424s purchased new by the GB&W between 1963 and 1965. These four units are Jack-of-all-trades on the GB&W because they can be found in all types of service on a regular basis.

GB&W 316 and 318 are the only two RS27s (also known as DL640s) operating in the country. Both of these ex-C&NW units (903 and 901) were purchased from Precision-National in 1968 and 1976 respectively. They are usually found in yard and local service but can be seen on Nos.1-2. Best chances of catching them in action are around Green Bay since they are rather temperamental and are usually kept close to the Norwood Shops.

The four C424s 319-322 and the lone C420 323 make up the rest of the active GB&W locomotive fleet. All of these former-Conrail units were acquired in late 1979 and early 1980 after being rebuilt by General Electric at Hornell, N.Y. They have a colorful heritage, with the 319 being the Pennsylvania Railroad's only C424, the 320 and 321 being Erie Lackawanna 2412 and 2415 and the 322 being former Reading 5204. The C420 323 was Lehigh & Hudson River 27. These units, like the GB&W's original C424s 311-314, are found in all types of service. All locomotives are maintained by GB&W personnel at the Norwood Shops in Green Bay.

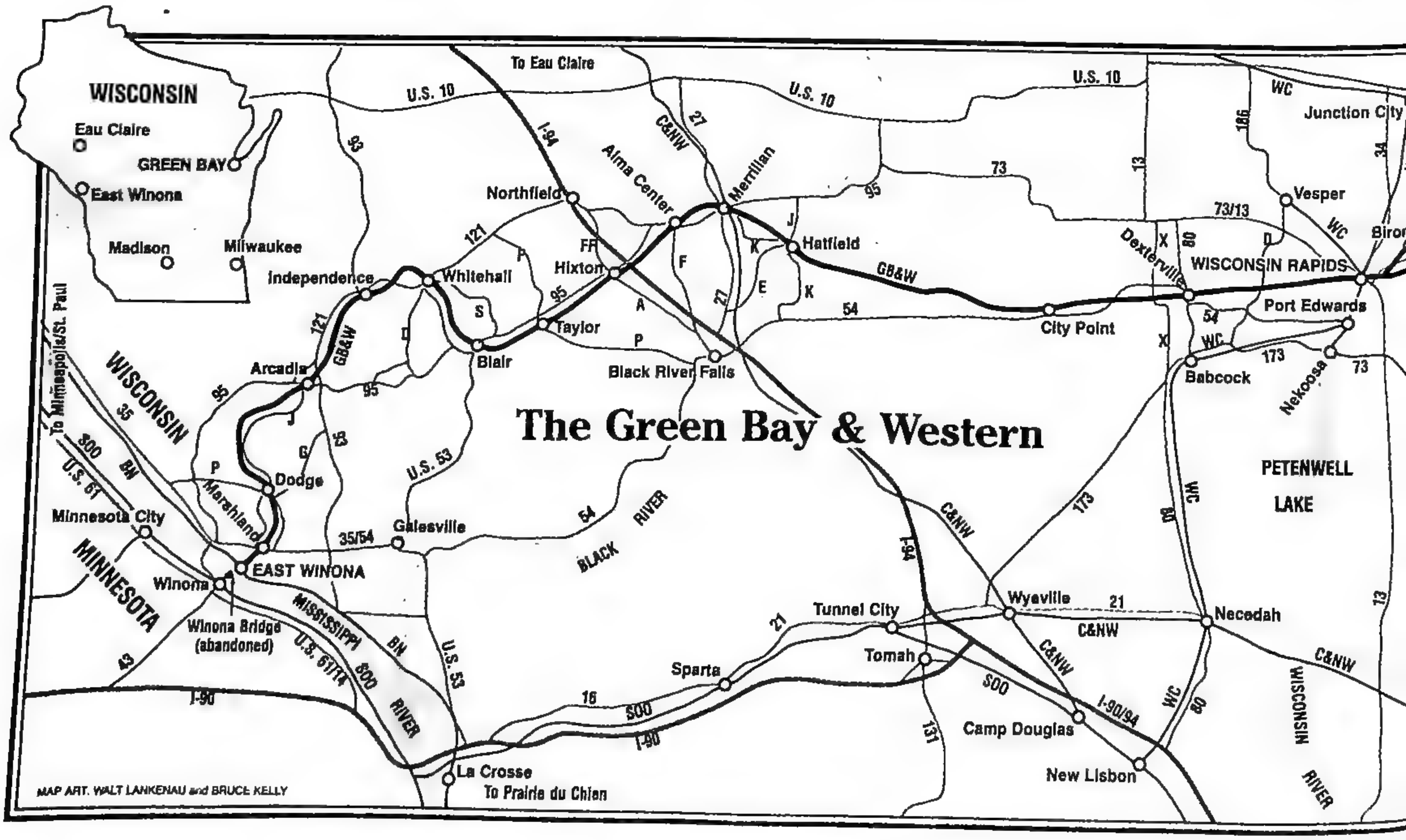
Locomotive additions and deletions

Between 1984 and 1987, the GB&W diesel fleet was trimmed by three units. The first to go was RS27 317 (ex-C&NW 902) which was scrapped in 1984. The second was 310, the first RS27 built and delivered to the GB&W

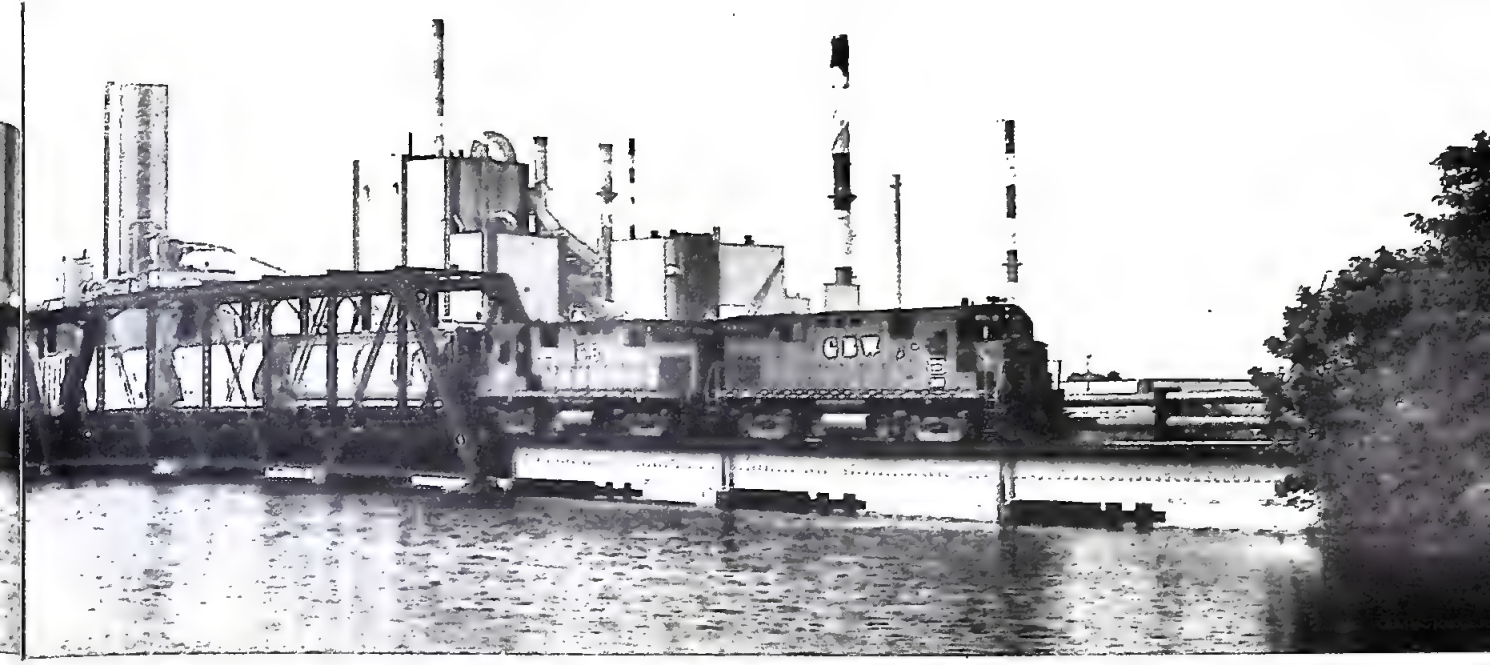
SANDY BURTON

in 1960; it was scrapped in 1986. The last unit to depart was the solitary C430 315, probably the best known GB&W locomotive. It was taken out of service after a major mechanical failure, stripped for parts and donated to the National Railway Museum in Green Bay in 1987.

The year 1989 saw six newcomers to the GB&W: the ex-Lake Superior & Ishpeming, nee Santa Fe, RSD15s. These "Alligators" were purchased by Itel for use on the Fox River Valley Railroad and were used there from late 1989



The Green Bay & Western

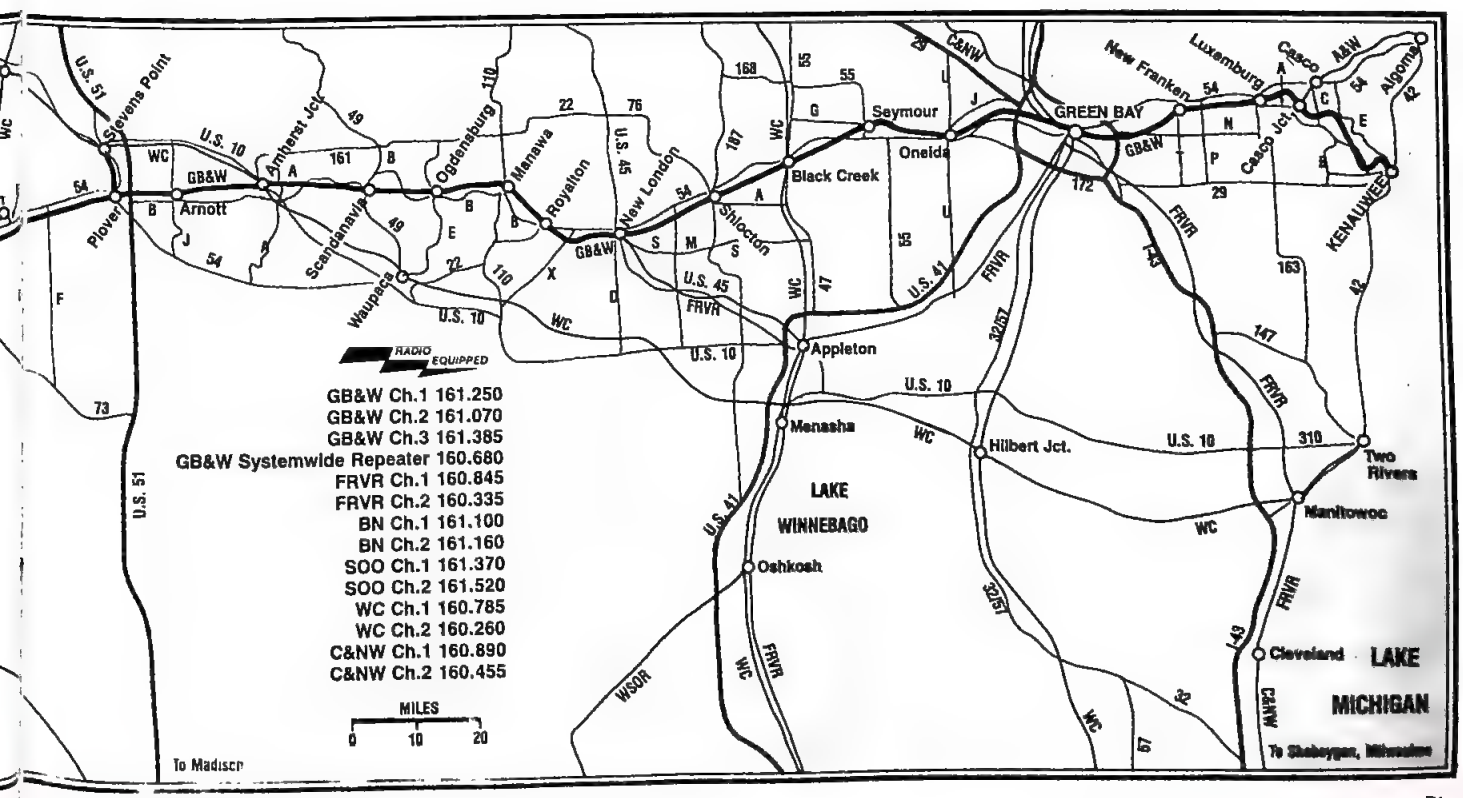


EASTBOUND NUMBER 2 from East Winona to Green Bay eased across the bridge at Wisconsin Rapids behind C424s 320 and 319 on the afternoon of August 13, 1991.

through 1990. They now sit, lettered for GB&W, at Norwood awaiting their fate. They probably won't run on the GB&W because their six-wheel trucks would be too hard on some of the GB&W's sidings and industrial trackage.

Today's operations

Let's start at the eastern end of the GB&W's road operations and work our way west. Train 1 is called at Norwood yard around 5:30 to 6:00 in the evening, and its crew takes the train west to Merrillan, arriving in the early morning hours. Along the way they work local industries as needed with a frequently long stop at Wisconsin Rapids. Another crew goes to work at Merrillan in the morning and takes No.1 west to East Winona, again working local industries along the way, usually Hixton, Taylor and Arcadia. Once at East Winona, the westbound cars are set out for the Burlington Northern and the eastbound cars are picked up. The crew then heads east as Train 2, usually departing East Winona in mid to late morning and arriving back at Merrillan usually in the early afternoon, doing work along the way. The train then waits until the previous night's crew comes off its rest and takes No.2 to Wisconsin Rapids. Once at Wisconsin Rapids, a yard crew switches out No.2's consist, and then the road crew takes their train eastward to Green Bay, usually tying up in the



1991 GB&W Diesel Roster

NUMBER	MODEL	BUILT	NOTES
305-308	RS20	5/51-8/56	RS3s rebuilt Norwood 1973-76 with 2000-h.p. 251 engines.
309	RS11	8/56	Rebuilt Norwood 1964, 2000-h.p. 251; named *"H. Weldon McGee."*
311-314	C424	7/64-9/65	Bought new by GB&W. 312 named *"Homer E. McGee."*
316	RS27	3/62	Ex-C&NW 903, purchased from Precision-National 10/68.
318	RS27	3/62	Ex-C&NW 901, purchased from Precision-National 5/76
319	C424	9/63	PRR 2415, CR 2474, acquired from GE 2/80.
320-321	C424	6/63	EL 2412, 2415; CR 2489, 2493; from GE 3/80
322	C424	10/63	Reading 5204, CR 2493; from GE 3/80
323	C420	2/66	L&HR 27, CR 2475, from GE 12/79
2400, 2403-2407	RSD15	1959	LS&I 2400-2405 (AT&SF 802, 844, 810, 838, 807, 841); acq. 1989. LS&I 2401 and 2402 renumbered FRVR/GBW 2406 and 2407.

Compiled by Andrew S. Nelson from various sources

evening. Number 2 meets westbound No.1 in eastern Wisconsin, usually in the New London or Manawa area on weekdays (there is no No.1 on Saturday and no No.2 on Sunday).

In the April 1991, the GB&W added a new train between Wisconsin Rapids and Green Bay. Number 10 runs on an as-needed basis to move cars from the paper mills in and around Wisconsin Rapids and Plover to Green Bay and a connection with the Fox River Valley. The train, when it runs (it is currently annulled because of a dispute between the union and management concerning the amount of work the crew does en route to Green Bay), is called at Wisconsin Rapids in the early afternoon and arrives in Green Bay in late afternoon or early evening. This train uses a two-man crew (all others are three) and usually has a C424 for power. It does not use a caboose, but a FRED, which is a late comer on the GB&W when compared with the other railroads in the area. One note, FREDS are used on Nos.1-2 since the caboose is not always manned.

The paper industry is the lifeblood of the GB&W and accounts for the majority of the 200-250 cars the road handles on an average day. And this is evidenced by the yard and local jobs that ply GB&W rails. Green Bay has four yard/local jobs currently working the area, which are: Job 1 (6:30 a.m.), Job 2 (2:30 p.m.), Job 4 (7:30 a.m.) and Job 5 (3:30 p.m.). These jobs work both the east side of Green Bay, including McDonald Yard, and the west side of town, including Norwood Yard and Oneida Yard.

SANDY BURTON

WITH C424 314 added to its power set, Number 2 prepares to depart Wisconsin Rapids about 4:00 p.m. on August 13 as C424 312 and RS11 309 idle at the service pit.

The Plover area is served by two different operating patterns that are determined by the time of the year. During the late fall and winter months, the Plover Wayfreight is based in Wisconsin Rapids. This job is called in late morning or early afternoon and runs as No.4 east to Plover, working industries along the way as well as the Stevens Point Branch, which is heavy with paper mill traffic. It returns westward as No.3. The Plover Wayfreight will gather cars for Nos.1-2, which are later picked up at Plover Yard. During the summer months when traffic is heavier, the Plover Wayfreight is based in Plover to eliminate running time back and forth from Wisconsin Rapids and prevent the crew from dying out on the road.

The GB&W has felt the Wisconsin Central's presence in Wisconsin Rapids since the WC startup in October 1987. For years the GB&W had the contract to switch out the huge Consolidated Papers mill in Wisconsin Rapids until it was underbid by the WC in early 1988. This translated into one less local job working in Wisconsin Rapids. Today, three yard/local jobs are called at "Rapids" (that's what the locals call it), which are: Job 1 (7:00 a.m.), Job 2 (7:59 a.m.) and Job 3 (3:59 p.m.). These jobs work the C&NW and WC interchanges and the Consolidated Papers mill at Biron (pronounced BEER-un). Job 3 not only works around Rapids but also switches out No.2 upon its late afternoon/early evening arrival.

One other operational note: Back in 1987 when the Soo Line formed the Lake States Division, it sought trackage rights over the GB&W between the Hutson Street interlocking in Green Bay and Black Creek, where the GB&W crossed the Soo's Neenah-Argonne line. The reason for the move was that the ex-Milwaukee Road trackage south of Green Bay was not in the best of shape, and rather than rehabilitate the trackage, the Soo sought trackage rights over the GB&W. The Wisconsin Central took over the Lake States in October 1987 and retained the trackage rights. Today, four WC trains use GB&W trackage between Green Bay and Black Creek — freights 19-20 and TOFC trains 219-220. Numbers 220 and 20 are usually evening runs, and 19 and 219 are morning runs.

Following the GB&W

You will have little difficulty photographing any of the daytime yard/local jobs in Green Bay, Plover or Wisconsin Rapids during any part of the year. Trains 1-2 are another matter. You can usually follow No.1 west from Green Bay for 40 to 50 miles in the summer and usually part or most of the way from Merrillan to East Winona during the summer as well. Number 2 can be followed from East Winona usually into

SIX EX-SANTA FE RS27 "Alligators" were acquired from the LS&I in 1989 and leased to the Fox River Valley for a year; the 2404 (right) departed North Green Bay Yard with Geep 4119 on GBBUA to Butler, Wis., on July 1, 1990. Today they are stored at Norwood lettered "GBW." Century 420 323 was working the carferry *Badger* (below) on November 20, 1989.

THREE KODACHROMES. ANDREW S. NELSON

central or eastern Wisconsin during the summer months. If you want to photograph No.2 during the fall, winter and early spring, the segment between East Winona and Merrillan is your best bet. It all depends how late or early the trains are running and how long the days are.

Like most Midwestern railroads, the GB&W is usually accessible for its entire length. You can follow the railroad west out of Green Bay on County Trunk J to Oneida, and then State Highway 54 follows the tracks west from Oneida to Royalton. From Royalton to Plover, Country Trunk B is usually within a mile or so of the tracks. At Plover SH54 once again parallels the tracks most of the way into Wisconsin Rapids. West of Wisconsin Rapids, take SH73 west to County Trunk O and then south on County Trunk D, which crosses the tracks before intersecting with SH54 again. Once you're back on Highway 54, you can get decent shots at Dexterville and City Point before the tracks veer north and out of sight.

FOUR KODACHROMES: ANDREW S. NELSON

Town roads parallel the GB&W most of the way into Hatfield, but they are gravel and not intended for speeds over 35 to 40 m.p.h. It is better to stay on Highway 54 for the trip west.

About ten miles west of Black River Falls on SH54, County Trunk K veers north toward Hatfield and the GB&W's impressive bridges over the Black River. From Hatfield, continue on County Trunk K into Merrillan. West of Merrillan, Highway 95 follows the tracks to Blair, where you should take U.S.53 into Whitehall and from there Highway 121 into Independence. From Independence take Highway 93 west to Arcadia. From Arcadia take County Trunk J to Dodge and then County Trunk P to Marshland and intersection with Highway 35/54.

You can't get into the interchange yard at East Winona unless you walk in from the east from Marshland or from the north along the BN. Either way it's a long walk, and there are snakes and snapping turtles in this Mississippi River backwater. And besides that, to do so would mean trespassing on either BN or GB&W property.

Track speed is usually 40 m.p.h., so

CENTURY 424s 319 AND 322 were setting out cars at the Wisconsin Central interchange at Black Creek while working No.1 on July 16, 1991. In its 1982 experimental livery, C424 312 was working the Plover Wayfreight (below) over the Plover River trestle at Whiting on Halloween 1987; it was repainted in 1988. The first view a visitor usually gets of the GB&W from the public grade crossing at Norwood Yard is an "RS20" like 305 (left) making up No.1 on July 12, 1990. Another rebuilt RS3, the 306 (opposite bottom), was working Job 4 switching one of the mills on the east side of Green Bay on November 20, 1989.

plan your shots ahead of time. A Wisconsin DOT state highway map is a must, and if you can get a hold of a set of Wisconsin DOT county maps, they are a big help, too, because the tracks aren't always visible from main highways, and there are plenty of town roads not shown on the state map that provide access to the railroad.

A scanner is also most helpful. The GB&W's road frequencies are 161.250 and 160.680, and the yard frequencies are 161.070 (Wisconsin Rapids / Plover / Green Bay) and 161.385 (Green Bay area). Until mid-1990, the GB&W still used train orders to dispatch the railroad, but then it switched to Track Warrant Control, which makes for more radio contact between the Norwood dispatcher and trains out on the road.

One additional note, the Green Bay & Western is a friendly railroad, and most of the employees will tell you what you need to know about train movements. About ten years ago, however, a visitor with a permit fell into the turntable pit at Norwood Shop, and the railroad is still feeling that incident in its insurance rates. As a result, they will issue no releases or permits for casual visitors or railfans to enter the property or shop. Fortunately, the best photos of Norwood Yard are available from public streets (12th Street crossing on the west end and Oakland on the east end). It is best to stay out of the yards and engine facilities at any point on the railroad, but with public access to the main line and most working areas, trespassing is not really necessary to come back with excellent photos of this Alco stronghold.

TO COMPARE Ektachrome 64X and Kodachrome 64, Pete Swanson photographed Conrail's SETO westbound near Goodman Street in Rochester, N.Y., between 6:00 and 7:00 p.m. on similar days in July 1991. The Ektachrome 64X (above) renders a more vivid Conrail blue compared to the Kodachrome 64 (below), although sky conditions could have been a factor.

ABOVE: EKTACHROME 64X BY PETE SWANSON / BELOW: KODACHROME 64 BY PETE SWANSON

BY JIM BOYD

Kodak's Ektachrome 64X

GUEST COLUMNIST: PETE SWANSON

For years I have been a devout user of Kodachrome 64, as the majority of most good railfans are for their color photography. Recently, I was talked into trying out a couple of rolls of Kodak's new Ektachrome 64X Professional film by my non-railfan peers who had hopes of totally converting me to Kodak's line of E-6 process films.

For me, Kodachrome has always been a favorite with its extremely high sharpness, fine grain and accurate color renditions. The quality of the Kodak and relatively new Kodalux processing has also sold me over the years. With all of Kodachrome's good traits, I thought there were few other films that could outdo it. At slide shows, I have found that 99% of the slides shown have been Kodachromes, which means that until now, I've only been comparing Kodachrome to Kodachrome. I may never stray completely from Kodachrome, but my first results from Ektachrome 64X have been very striking in comparison to Kodachrome 64.

Kodak literature describes Ektachrome 64X Professional film as featuring "high color saturation and a warm color balance." It is also touted for having "very fine grain, very high sharpness and high resolving power." For outdoor use, Kodak states that it is an excellent choice for use under lighting conditions ranging from overcast to bright sunlight. One of the major improvements with the 64X Professional over previous Ektachromes is the lack of a tendency to favor a cool blue cast when shooting in heavy overcast or open shade. Open shade means shadow conditions under trees or from buildings, or from some clouds on an otherwise sunlit day. Ektachrome 64X Professional is available in sizes 120 and 35mm and is designed for processing in E-6 chemistry. It can be processed with other E-6 films with no changes to the process.

For a quick comparison between Kodachrome 64 and the new Ektachrome 64X, I reluctantly popped in a roll of the Ektachrome into my Ricoh and aimed my lens at the most common and everyday railroad scenes that I found myself shooting with Kodachrome. Working in Rochester, New York, I usually end up sitting along Conrail's "Water Level Route" at Milepost 367 on the city's east side. This location happens to be nearest to my place of employment, so my lunch hour and evenings after work make convenient times to be trackside. Although this location may not be the most photogenic in the world, I thought it would be good for this film comparison.

On two similar days during July 1991, I shot Conrail's westbound SETO (Selkirk, N.Y., to Toledo, Ohio), both around the dinner-time hours of 6:00 to 7:00 p.m. I thought blue Conrail diesels against a blue sky might reveal some interesting differences. It did (opposite left). The colors of the Ektachrome 64X seem to be much more vibrant than the typically muted colors of Kodachrome. The yellows were yellower, and the blues much bluer.

One of the best aspects of this new film is its incredible latitude. It is very forgiving. Even in tricky lighting situations, as in sunrises and sunsets, overexposing and underexposing by up to one f-stop still yields usable images. With my amateur photography skills, it's usually hit or miss at sunsets with Kodachrome. With initial experimentation with this new Ektachrome, I feel more confident in nailing exposures closer to the perfection every photographer and railfan desires. The film's wider latitude also helps even out the overall exposure in sunny daytime shots by retaining greater detail in the shadow areas (shaded trucks, etc.) that are often rendered solid black by Kodachrome. This characteristic of Ektachrome 64X Professional is evident in many of the popular E-6 films, which is part of the reason some professional photographers (including a number of often-published railfans) have broken away from their devotion to Kodachrome in recent years.

I hope this added confidence in my slide film will alleviate that feeling of not knowing whether or not that "shot of the day" was overexposed or underexposed. That constant worry can really ruin a trip home, even if your shots do eventually come out all right. I've found that a fraction of an f-stop can make or break a shot when using Kodachrome, while with Ektachrome there's a much wider margin for error.

In the future, I will explore the new Ektachrome 64X and its capabilities more fully. As for a trial run, this film, when compared with Kodachrome, is much more snappy looking. Ektachrome 64X Professional is now available at some camera stores and professional photo lab outlets and costs approximately $9.50 per 35mm roll. My first impression was a good one, and it may not be long before I'm out seeking clear days with *Ektachrome* skies!

Conventional thought

BY JIM BOYD

To amplify some of Pete Swanson's observations on Ektachrome (or Fujichrome, etc.) versus Kodachrome, permit me to recap some of the "conventional wisdom" on the topic. Kodachrome has a different — and patent protected — formulation from all other color transparency films which makes "Kodachrome versus everybody else" a viable topic. While they have been over the years without question the sharpest of the color slide films, the various versions of Kodachrome (from the ASA 10 of the 1940s to the ASA 64 and 200 of today) have also always been a matter of opinion on their color rendition. A railfan friend who headed the medical photography unit of a very large hospital swears that Kodachrome gives the most accurate color rendition and backs up his point with the fact that it was specified for medical work because of this accuracy.

"Correct" color, however, is often in the eyes of the beholder, and it is often more of a personal and artistic judgment as to which film "looks better" for railroad subjects. You will tend to get used to the "palette" of a given film and use it as the standard against which you judge all others. I was a confirmed Ektachrome user until the mid-1970s, as I liked its higher speed and intensely disliked the "brassy" look of the earlier Kodachromes. On January 1, 1976, however, I switched over "cold turkey" to Kodachrome 64 and never went back to Ektachrome. Though the first year was rough as I tried to learn the characteristics of the new film, I do not regret my decision and use Kodachrome 64 exclusively to this day — with occasional Kodachrome 200 for grubby weather emergencies (such as the 765-1225 side-by-side on pages 82-83).

My reasons for this Kodachrome loyalty are two-fold. First, Kodachrome has the best proven image life of any film on the market today. I am watching as the treasured Ektachrome images of the early 1960s of the North Shore Line and Duluth & Northeastern fade into red oblivion while I see Russ Porter's and Bob Collins' Kodachromes of ten years earlier looking like they were shot yesterday. When you're 25 years old, a 30 year shelf life doesn't seem too important, but when you reach 50 and want to do a color book, you begin to appreciate the image life of Kodachrome. (Tests indicate that today's E-6 process films have greatly extended life expectancy, but I'll let the next generation prove that in real time.)

My second reason for loyalty to Kodachrome is that I want to have to learn the characteristics of only one film. I am a railfan and a journalist, and although I take a lot of pictures, I am not *primarily* a photographer. I find cameras to be a nuisance and a necessity and don't get any particular thrill out of messing around with endless variations of the hardware. For the most part, I'm too busy with trains to occupy my time trying to out-think cameras and film. After more than a decade of shooting Kodachrome and using my twin Nikon FM2s, I can get a usable photo out of almost any situation. And sticking to one film — Kodachrome 64 — is a big factor in my success.

However, Kodachrome is not the only film on the market today, and some of the new films like Ektachrome 64X and Fuji's Velvia do have some advantages over Kodachrome in latitude and color rendition. The editors of *CTC Board* offhandedly rejected anything except Kodachrome for their exquisite Milwaukee Road book, but Gary Benson just showed us his new "*Rolling Thunder*" of equal quality that was shot exclusively on Fujichrome.

I still believe that you should learn to use one good film and standardize on it, but as Gary Benson demonstrates, that film does not necessarily have to be Kodachrome 64 any more (or Kodachrome 25 for the roster-shooters or those who specialize in slow trains on sunny days). I spent many satisfying years with Ektachrome, and if today's Ektachrome 64X Professional had been available in 1976, I might never have switched to Kodachrome.

RON DURHAM

The NRHS Huntington '91 Convention

by Jim Boyd

The National Railway Historical Society held its annual national convention for 1991 in Huntington, West Virginia, on August 7 through 11, hosted by the Collis P. Huntington Chapter. And it will long be remembered as one of the best. In addition to presenting veteran steam performers like Fort Wayne's Nickel Plate 2-8-4 765 and Norfolk & Western 2-6-6-4 1218, Huntington was the main line debut of a major new locomotive: Pere Marquette 2-8-4 1225. The highlight of the convention was a day with the 765 and 1225 running side-by-side on CSX's double track Chesapeake & Ohio main line between Huntington and St. Albans — the one day, of course, which produced the only truly miserable weather of the week.

The convention activities actually began shortly after midnight on Saturday, August 3, at Owosso, Michigan, with the departure of Pere Marquette 1225 from its home shop on the Tuscola & Saginaw Bay to the CSX connection at Howell and a servicing stop at Plymouth, Michigan. There they hit a snag in the form of an FRA inspector who was unfamiliar with steam. Seeing the 1225's lack of a speedometer, he slapped a 20 m.p.h. speed restriction on the locomotive (a judgment later determined to be incorrect; steam locomotives are not required to have speedometers). With the 765 waiting, hot and ready to go at Lima, the 1225 diddled its way down the C&O and B&O to Lima with a 20-car freight consist, arriving early evening. The much-anticipated doubleheaded run to Cincinnati took place after dark — but at track speed, thanks to 765's speed recorder. Sunday, however, found the doubleheader outbound from Queensgate in mid-morning and putting on a fine show on the old C&O main up the south bank of the Ohio River to Russell with a freight consist.

Norfolk & Western 2-6-6-4 1218 entered the picture on the following day, Monday, August 5, with a freight ferry move over the "Peavine" from Cincinnati to Portsmouth, Ohio (N&W Class J 4-8-4 611, which had been advertised for the convention, was still in the Birmingham Steam Shop). The 1218 was the star of the convention's first two excursions, both originating out of the N&W yard at Kenova: the Wednesday trip

east up the N&W to Iaeger, W.Va., and Thursday's quick turn-around west to Portsmouth. Incidentally, the story that the smokebox of 1218 had been painted gold for the NS steam program's 25th anniversary (September '71, page 74) was incorrect. It seems that they didn't quite get the right mix of graphite and oil, and the heat simply turned it "gold." At Huntington, the 1218 again had a "not quite right" graphite mix, only this time it was an appropriate 25th anniversary silver.

Thursday afternoon following the Portsmouth 1218 trip was reserved for NRHS meetings and seminars, with an evening Ohio River dinner boat ride on the *West Virginia Belle*. The boat ride was somewhat of an adventure as the hot and hazy weather was hit by an incoming cold front that whipped up a violent thunderstorm that blew down trees and flooded the streets of Huntington.

The thunderstorm abated enough to permit the night photo session with the 765 and 1225 to be undertaken at CSX's 20th Street Yard along the floodwall. Arranged by the Huntington Chapter's Wilbur Epperly and conducted by yours truly with the help of Denis Connell, Steve Brown, Doug Landgren and Kermit Geary, Jr., it featured the 1225 on a coal train and the 765 on a "caboose hop" with the colorful Nickel Plate W&LE-design caboose 770 supplied by the Cincinnati Chapter NRHS.

We managed to get the first of two busloads of photographers lined up and one picture taken before the heavens opened up again with a torrential downpour. There were more railroad caps covering cameras than heads at that point. Since everything was already in place, we opened the shutters and threw the flash in the rain. Though the mercury vapor streetlights of town were picked up by the rain and tinged the whole scene green (page 82), it was a dramatic shot. I got my clothes so totally soaked in the process that I put on a shorty wet suit that was in the trunk of my car to continue with the second group of photographers who arrived just after the rain quit.

JIM BOYD

MIKE DEL VECCHIO

VAN SWERINGEN BERKSHIRES were the feature attraction of Huntington '91 as Pere Marquette 1225 and Nickel Plate 765 doubleheaded into town from Lima, Ohio, on a freight consist, shown (below) in Marysville, Ky., on August 4 on the C&O line from Cincinnati. The two ran side by side (opposite) on the runby at Hurricane, W.Va., on the fantrip on Friday, August 9. At the NRHS annual banquet that evening, the Fort Wayne Railroad Historical Society announced that it had leased Chesapeake & Ohio 2-8-4 2700 and would complete the restoration begun by the Silver Throttle Engine Association & Museum (STEAM) in Canton, Ohio. The next time the 2700 sees its former home at St. Albans, W.Va., it will likely be under steam in a couple of years at the head end of a New River Train. On Sunday, Rich Melvin and Tom Stevens of the 765 crew posed with a Lionel-compatible O gauge model of the 2700 (see page 24) along with the 765 and 1225 at the Huntington depot.

The rain was gone but the heavy clouds stayed around for Friday and the side-by-side running of the 765 and 1225 on the C&O double track main line from Huntington 40 miles east to St. Albans. With the 1225 on the 31-car passenger consist and the 765 on a string of 25 new CSX hoppers, they made two impressive photo runby stops at the Guyandotte Scale Track between Huntington and Barboursville and in downtown Hurricane. The back-up

moves and hotbox detectors were very confusing to the dispatcher's computer in Jacksonville, and everything took longer than planned (although the trip had been scheduled for an impossibly unrealistic four hours from the onset). The CSX operating people (see MARKERS) were determined to put on a good show, and they did. Even though the train arrived back in Huntington four hours late, everybody on board was happy because the photo runbys had not been canceled.

Originally scheduled for Friday afternoon were two short "belt line" trips on the industrial trackage around downtown Huntington. But the tardy steam train had the coaches that were to be used, and the belt line trips had to be canceled for the day. A "make-up" trip was scheduled for Sunday to honor the ticket-holders, but when the steam trip arrived to find the Huntington station platform full of townsfolk with their kids to ride the belt line trip, the CSX people decided on the spot to run one trip with diesels borrowed off a nearby coal train. Most of the NRHS riders, by that time, were headed to their hotels to get ready for the evening annual banquet.

It had been an exciting day with two Van Sweringen Berkshires performing side-by-side on the C&O main line, but even though the Pere Marquette engine was a shoestring C&O relative, the local folks couldn't help but wish for one of "their own" Van Sweringen 2-8-4s, a C&O Kanawha. At the annual banquet the Fort Wayne Railroad Historical Society made the announcement that C&O 2-8-4 2700, formerly on display at St. Albans, was being leased to their organization and would be restored to service for future use on the C&O out of Huntington. Not only had the convention produced two live 2-8-4s side by side, but it provided the promise of a third one to come!

The final steam trip of the 1991 convention was to be a doubleheader with the 765 and 1225 from Huntington 148 miles east to Hinton — and like the ferry move on freight from Lima and Friday's return from St. Albans, this was a *real*doubleheader with no extra water canteen between the engines.

At the scheduled water stop at Montgomery, however, they discovered that the 1225 had developed a crack and water leak in one of the siphons in the firebox. While it would be safe for the locomotive to complete the trip, the boiler pressure was lowered, and the 1225 was worked only when absolutely necessary to avoid enlarging the crack. One of the 765 crew members described the Huntington convention journey for the 1225 as a "week long, high speed break-in run," and they uncovered a few problems (it had taken about two years of road service after restoration to "debug" the 765 and make it a fully reliable machine).

They put on a superb runby at Thurmond, pulled the steam engines off at Meadow Creek and zipped the passengers behind diesels into Hinton to enjoy a street fair while the Berkshires were being turned and serviced. After the steam engines were backed into Hinton, they made a doubleheaded runby at the depot before the return to Huntington. With the 1225 effectively crippled, the 765 put on an impressive show by handling the entire 31-car train at track speed by itself. Again the trip ran late, but, again, the enthusiastic attitude of the CSX operating people resulted in a trainload of tired but happy passengers. One of the things that contributed to content on the train was that the concession car had a full stock of barbecue, chili dogs, candy bars and cold soda available throughout the entire trip. Nobody went hungry or thirsty.

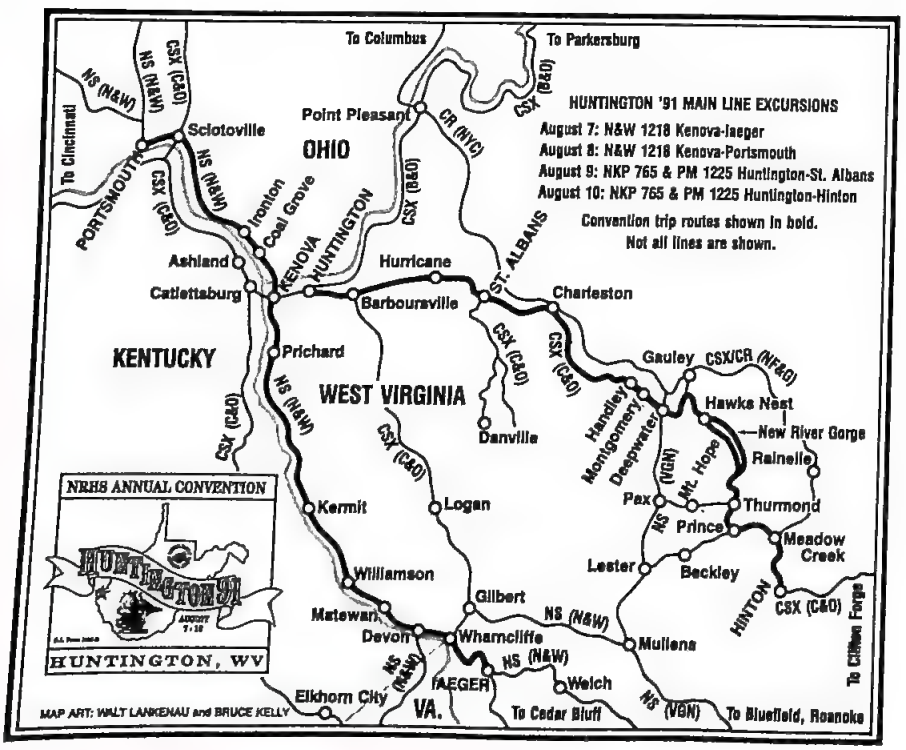
On Sunday morning the two 2-8-4s were parked in front of the old C&O station while the rescheduled belt line train was loading passengers. The power for the belt line trips had originally been advertised as being the CSX former-Clinchfield F-units, but the covered wagons were snagged in Waycross with mechanical problems. CSX was ready to substitute a new Dash 8-40C when they spotted an even better unit passing through town on a coal train. GP40 6573 is the last unit in Western Maryland colors still operating on CSX, and it powered the Sunday belt line trip — and even made a photo runby on the downtown waterfront at the Red Lobster Restaurant parking lot. It was one more example of CSX's willingness to put forth that little extra effort that made Huntington such a success.

In addition to using the WM unit on the belt line trip, they had displayed it along with a Dash 8-40C and the Nickel Plate caboose at the Huntington depot before the doubleheader's departure on Saturday and had posed units at 20th Street Yard on Friday afternoon for the belt line trips that were subsequently canceled. During the convention tours of the huge CSX Huntington Diesel Shop, the visitors were amazed at the railroad's willingness to "show us everything." CSX made a lot of friends at Huntington with both the railfans and general public.

The siphon problem delayed the 1225's freight ferry move departure from Sunday, August 11, to Wednesday the 14th, and the 765 will stay in Huntington until the New River trips in October.

Convention chairman Dewey Yates reported that there were 1953 NRHS members registered for the convention and that the participation of families and friends probably brought overall attendance to about 4000. There were about 700 riders on the N&W trips, 888 on the side-by-side to St. Albans and 1099 passengers on the doubleheader to Hinton. Things didn't run flawlessly, and those looking for things to complain about could find them, but those who were out for fun and adventure had plenty of that, too.

And, oh yes, that tall, quiet man in the crowd who was taking lots of notes was Hal Lewis, the operations director for the 1992 San Jose convention.



NORFOLK & WESTERN 2-6-6-4 1218 was a surprise guest at Huntington '91 when the advertised N&W streamlined Class J 4-8-4 611 remained under overhaul in the Birmingham shop. The Class A kicked off the convention excursions with a run on Wednesday, August 7, 146 miles eastward up the N&W's Pocahontas Division to Iaeger, W.Va., with a 24-car consist. The first event of the day was a photo stop (below) at the coaling tower at Prichard, W.Va.; note the paying passengers lined up on the "dark" side for the runby. Probably the best performance of the day was the spirited departure from Williamson (above) on the return leg of the trip, as the sharp exhaust rattled the windows of the nearby homes and businesses. The next day, the 1218 ran a short trip west 39 miles to Portsmouth, Ohio, where it turned on a wye. On the return leg, the 1218 passed beneath the C&O's Ohio River bridge (right) at Sciotoville, where the photo runby had been performed on the westbound run.

THREE KODACHROMES: JIM BOYD

ALL KODACHROMES JIM BOYD

THE FIRST OFFICIAL EVENT with the two 2-8-4s was a night photo session conducted by R&R's Jim Boyd on August 8 at the CSX 20th Street Yard, with the 1225 posed on a string of hoppers and the 765 on a "caboose hop" with the restored Nickel Plate W&LE-design caboose 770 from the Cincinnati Chapter NRHS. It was threatening rain as the first of two groups of photographers set up and got one shot off. Then the heavens opened up. But the shutters were opened again, and the bulbs were set off in the driving rain. The downpour picked up the mercury vapor lights of town, rendering the whole scene a creme de menthe green. The participants went home wet but happy. The rain let up for the second group of photographers.

LIGHTING JIM BOYD DENIS CONNELL DOUG LANDGREN and STEVE BROWN

LIGHTING DENIS CONNELL

THE NIGHT SESSION concluded with a quick shot of Cincinnati's handsome Nickel Plate caboose. The weather stayed bad on Friday for the side-by-side with the 765 and 1225, shown at the first runby (**opposite bottom**) at the Guyandotte Scale Track just east of Huntington. On Saturday, the 765 and 1225 doubleheader made a photo runby at Thurmond (**bottom**). One of the delayed belt line trips was run on Sunday with the last Western Maryland GP40 (**below**), shown at 20th Street Yard.

TWIN CITIES & WESTERN GP10s were seen eastbound (right) at scenic Duck Lake in Chahassen, Minnesota, on August 4. TC&W's ex-Soo and Milwaukee Road track reaches into South Dakota. See page 54.

Railnews

LIRR's NEW LIVERY was recently applied to such units as "Power Pack" FA 605 (ex-L&N 310), on the Morris Park turntable (below) on July 24. See page 54.

(ABOVE) KODACHROME MARK P. SULLIVAN

KODACHROME RICHARD M. GLADULICH

KODACHROME STEVE GLISCHINSKI

EKTACHROME MIKE WALKER

ARC CLASS 59/1 diesel-electrics are the latest EMD-built units to be exported to Great Britain. The 59101 is shown upon its arrival at Newport, Wales, on October 20, 1990. See page 54.

A.C. TRACTION FL9s are finally arriving on Metro-North and the Long Island Rail Road. M-N FL9u 2040 (previously M-N 2009) was at the Harmon Shops (left) in August 1991. See page 54.

MOUNT RUSHMORE is 50 years old this year. To celebrate, the Dakota, Minnesota & Eastern had artist Kathy Markuson paint this mural on SD40-2 6359, seen (below) at Huron, S.D., on July 20.

KODACHROME KEN CHURCH

BY JIM BOYD

A Matter of Attitude

With coverage of the 25th anniversary of the Southern Railway steam program and the NRHS Huntington convention, this issue managed to get a bit "steam heavy." The two events, however, present an interesting relationship, as Huntington put some perspective on the changes that have taken place in the past 25 years in the "Southern" steam program.

On my first venture into the Huntington convention headquarters hotel I encountered Jim Bistline, the former head of the Southern program who is now obviously enjoying his retirement and the opportunity to be "merely" a participant. And there were Bill and Sara Purdie, the now retired master mechanic of steam and the "First Lady" of the Southern excursions. After a discussion on the relative opinions about white driver tires (the Southern was no "black tire affair" Purdie insisted), he launched into some priceless stories about working with steam — this man is a prime candidate for a video oral history project.

In contrast, the current manager of the NS steam program, Carl Jensen, seemed to wear a perpetual scowl. In a rather hypocritical attitude for the Appalachian Region vice president of the NRHS, Carl has often voiced his contempt for "railfans." This attitude was evident in the operation of the 1218 on the convention trips to Iaeger and Portsmouth. There was only one photo runby done on the Iaeger trip, at the picturesque coal dock at Prichard, W.Va. The motorcaders got a fine view, while the paying passengers were unloaded on the shadow side of the train and jammed into a narrow strip between the track and a wall of trees (see the photo on page 81). The locomotive's performance was "spectacularly lackluster" as it made a medium-speed runby with minimal throttle and an overworked whistle. Taking the world's most powerful steam locomotive and a 24-car passenger train and making them unimpressive was a major accomplishment. The runby the next day on the trip to Portsmouth was even worse, as the crowded spot was facing directly into the sun.

When questioned about these runbys at an NRHS directors meeting, Carl snapped back, "I can't help it if you railfans don't know how to work your cameras." And when he was riding the Friday side-by-side trip with the two Berkshires, Carl detrained at the Guyandotte Scale Track runby behind Jim Clarke, past president of the Jersey Central Chapter. "I thought you didn't like runbys," Jim chided. "Runbys are just fine," Carl replied, "on somebody else's railroad."

Granted, the NS steam program is a corporate relations program for the general public, regional media, railroad customers and employees, and in the post-Claytor era (both Graham and Bob), the program must be run more as a cost-covering business. Photo runbys are an operational nuisance, especially on a train with a 40 m.p.h. speed limit that can't really make up time on a long run, and they are relatively unimportant to the general public on the "daisy picker" trips that are the program's bread and butter. But at the Huntington convention they were hauling an entire trainload of ticket-holding *railfans*! These were not daisy picker trips, but Carl's contempt for railfans came through loud and clear throughout the entire operation. The least they could have done was to have worked the engine a little harder in front of the cameras. Public relations and show busi-

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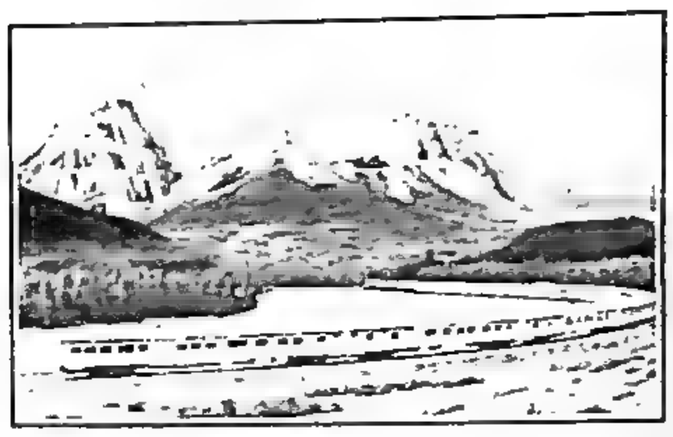

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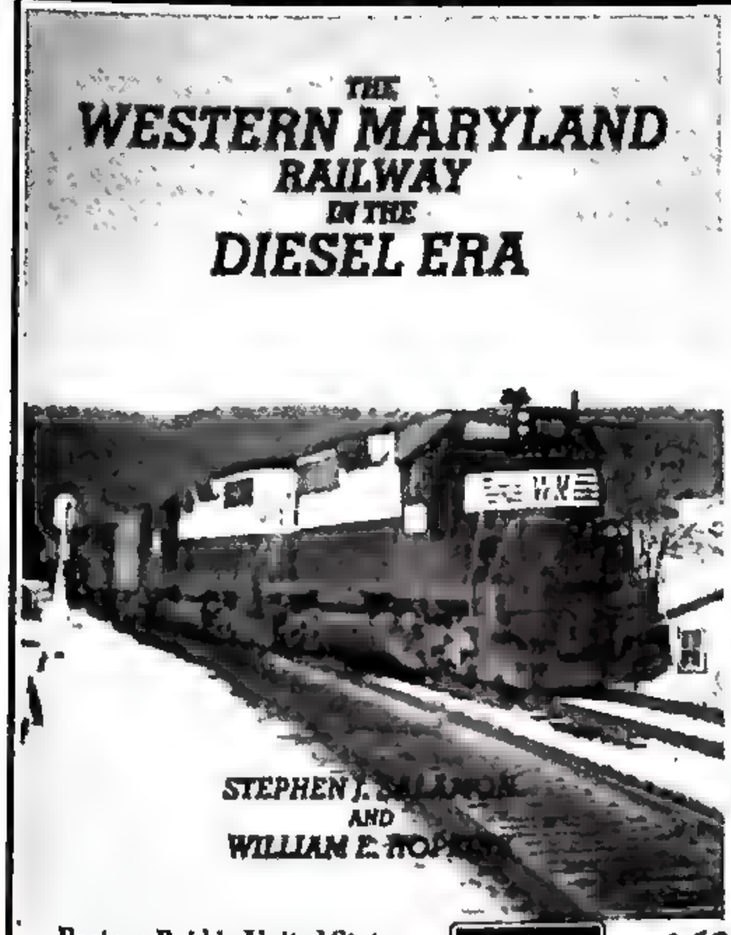

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ness both succeed by "playing to the audience," and here the Norfolk Southern forgot that it was railfans who made up the audience.

The folks at CSX, however, never lost sight of who was there and why they were there. They were dealing with two "foreign" locomotives, a borrowed consist and a dispatcher in Jacksonville who was often "not with the program." Resident vice president Tim Hensley and the operating team of assistant superintendent Dan Chenoweth, trainmaster Bucky Jones and road foremen Dave Midkiff and Jim Ward took the all obstacles in stride and put on a terrific show.

And they were put to the test on each trip when traffic and logistical problems began to ball up the schedule. Carl Jensen would have simply canceled the photo runbys and gotten off the railroad, the passengers be damned. But the CSX team recognized that at Huntington the passengers were the "customers" who had bought and paid for the service.

After the very spectacular first side-by-side runby at Guyandotte (page 82) and a hotbox detector that delayed things near Milton, there was considerable pressure to cancel the Hurricane runby and get back on schedule. The four-hour trip had been planned too tight from the onset, but the CSX railroaders rightly concluded that the passengers and NRHS people would rather have a very late train with all the runbys rather than a slightly-late trip with only one runby — and every photographer on the train wholeheartedly agreed. This had been sold as a photographer's trip, and CSX delivered the goods, even to making two extra runbys at Hurricane as they expedited a move to send the 765 ahead to get rid of the hopper consist to speed the turn-around at St. Albans. After the formal side-by-side runby at Hurricane, they kept the photo line in position and backed both trains through town, then crossed the 765 and coal train over onto the 1225's track and let it march out of town through the photo line, followed by the 1225 pulling up to reload (three runbys and two back-up moves at one photo stop — the fans loved it). It was a happy crowd that got back to Huntington four hours late.

Incidentally, there was one young lady back in the First Class section of the train who dozed off to sleep in the rear dome as the train was being maneuvered around the yard at St. Albans. As the train was being backed around the wye, the long passenger consist shoved into St. Albans Tunnel on the Coal River Subdivision. The lady woke up with the dome surrounded by darkness and exclaimed, "I knew we were late, but not *this* late!"

The decision had been made to reschedule the short afternoon belt line loop trips around Huntington that had been canceled when the steam train (with the needed passenger cars) ran late. When the CSX people saw a platform full of local folks with their kids who had bought tickets for the belt line trip, they decided on the spot to make a belt line run, borrowing a set of diesels off a coal train waiting nearby.

"We couldn't just tell all those folks to come back Sunday," said Hensley. To make up for the other canceled belt line trip, they rescheduled one for Sunday noon, hijacked the last Western Maryland GP40 on CSX for power (page 83) and even threw in a photo runby at the Red Lobster Restaurant parking lot.

They had made a similar effort with the Hinton trip on Saturday and completed the runbys at Thurmond and Hinton even after the train fell behind schedule. But, again, it was a happy train that got home a bit late.

Things weren't perfect on the CSX trips. For some reason the planned drop-back-and-

JIM BOYD

THE CSX TEAM in charge of the NRHS convention trips included trainmaster Bucky Jones (left), assistant superintendent Dan Chenoweth (center) and road foreman Dave Midkiff, who posed en route home from Hinton.

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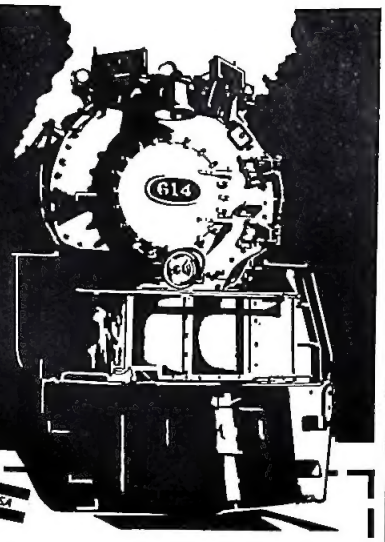

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pull-up-alongside moves of the 765 and coal train beside the 1225's passenger train on the double track to St. Albans happened only once instead of the planned three times, and some of the portions in the photo lines were poorly organized — Thurmond was great by the coaling tower and at the road crossing (page 83) but a disaster south of the depot. The steaming problems with the 1225 caused the 765 to do all the work and use more water than had been anticipated and necessitated an extra time-consuming water stop or two, which contributed to the late running.

But because of the enthusiastic attitude of the CSX team to deliver the photo runbys and run like hell where they could, the passengers felt that they had gotten their money's worth. The locomotive crews certainly put on an awesome performance at the runbys, and the 765 really showed her stuff by romping the 31-car train and drifting Pere Marquette 2-8-4 up to track speed at every opportunity — and you could hear that stack talk half way back in the half-mile long train!

At Iaeger on the first trip of the convention, three motorcaders filled out their vehicles with train-riders who wanted a look at the 1218 on the road and didn't want to face the long, slow rail ride home. Those who "jumped ship" got some excellent photos, particularly of the departure from Williamson when the 1218 really worked for the only time in two days (page 81). They felt that the 1218 trips were exercises in endurance, while the CSX trips were an adventure.

It was all a matter of attitude.

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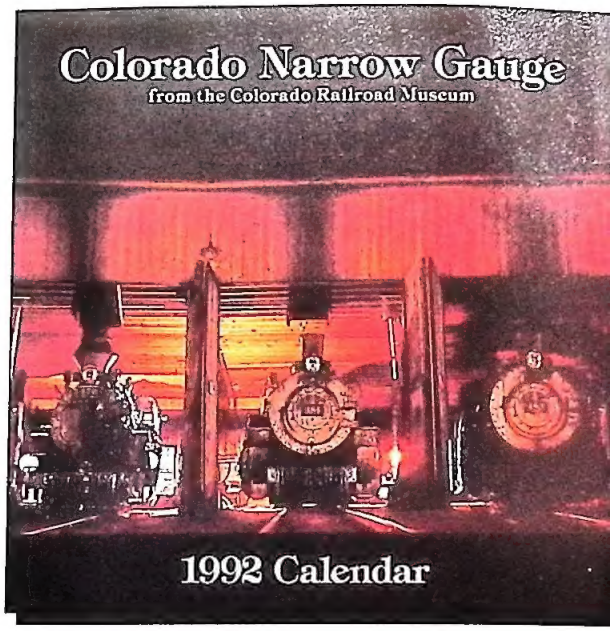

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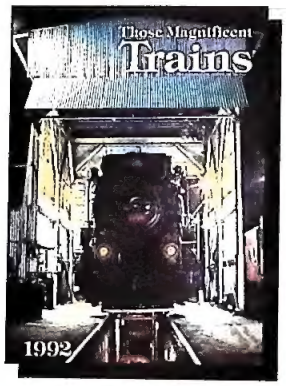

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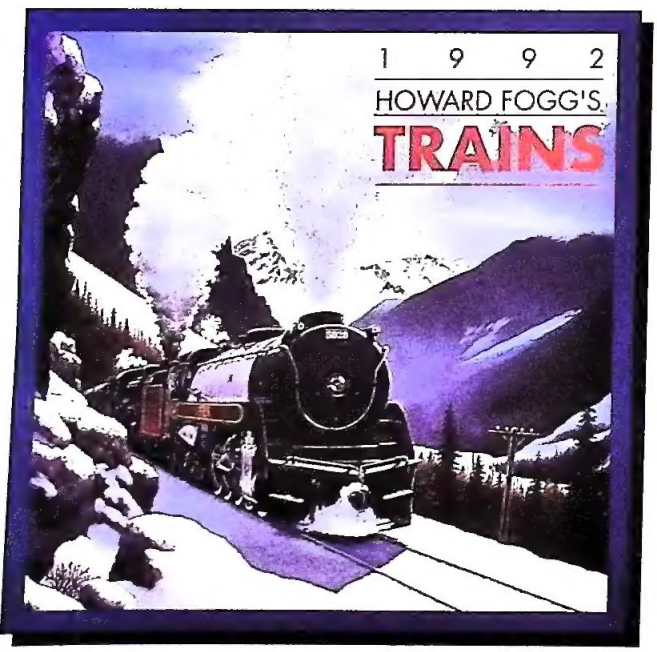

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